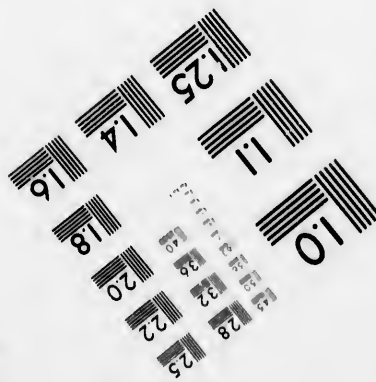
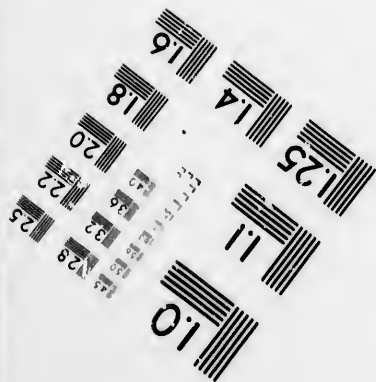
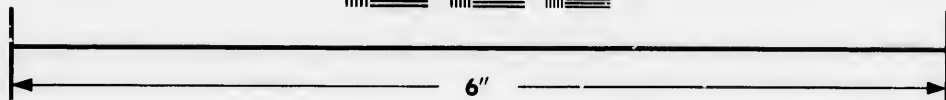
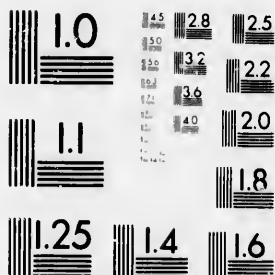


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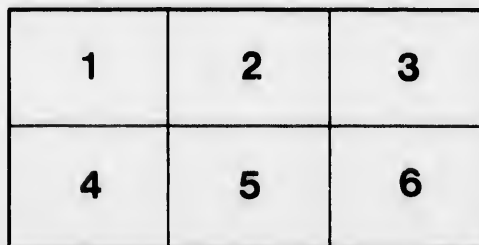
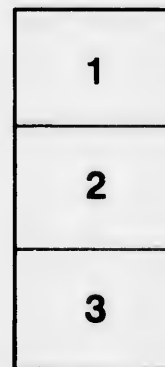
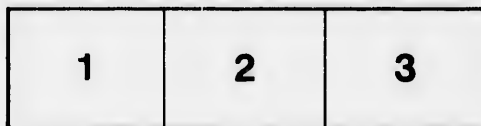
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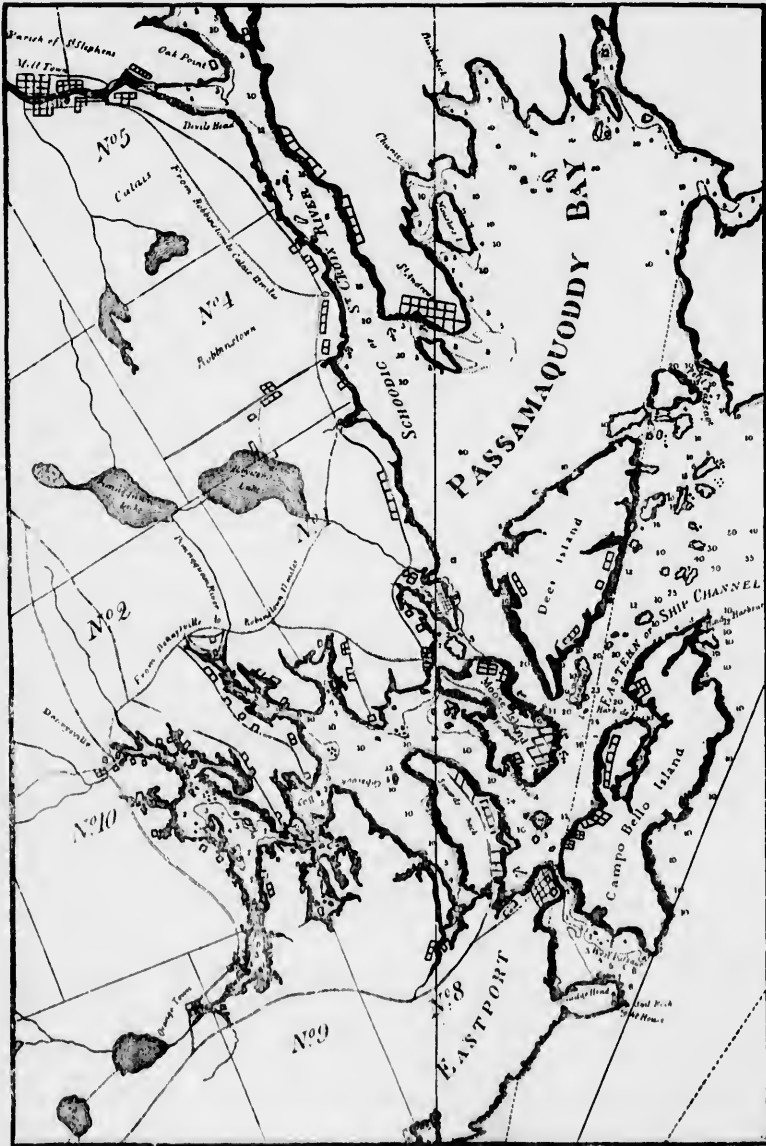
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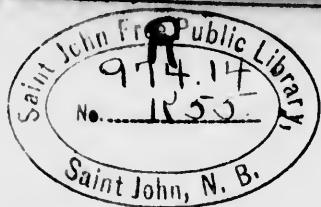
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EASTPORT
AND
PASSAMAQUODDY

*A COLLECTION OF
HISTORICAL AND BIOGRAPHICAL SKETCHES*

COMPILED BY

WILLIAM HENRY KILBY

WITH NOTES AND ADDITIONS



EASTPORT, MAINE
EDWARD E. SHEAD & COMPANY

1888

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BY WILLIAM HENRY KILBY

Press of Geo. H. Ellis, 141 Franklin Street, Boston.

P R E F A C E.

THE town of Eastport, situated on a frontier island, its fortunes involved in the boundary disputes, restrictive measures, and wars of two rival nations, has had a peculiar and eventful history. This has never been fully written out; but several articles prepared by competent writers, covering portions of the narrative, have from time to time appeared in print. This historical material, some of which is of great value, is not anywhere accessible to the general reader. Mr. Weston's lyceum lecture was published in pamphlet form soon after delivery in 1834; but it is practically out of print, the few copies known to be in existence being deposited in libraries or held by collectors at extravagant prices. An edition of one thousand copies nearly ready for issue was destroyed at the burning of the *Sentinel* establishment in 1886. Of Mr. Sabine's papers, that on "Moose Island Four Years under Martial Law" was originally published in the New York *Historical Magazine* for April and May, 1870; and this as well as other articles from his pen have appeared in the columns of the Eastport *Sentinel*. It has seemed to the compiler that these papers ought to be collected and published in permanent form, and that, with suitable additions, a volume might be made, which, if not exactly a history of the town, would be a very good substitute for one. This mode of writing history has been adopted in other instances. The "Memorial History of Boston," instead of being the consecutive narration of a single author, is made up of separate chap-

ters by a number of writers, each a specialist in his own field. The plan has its disadvantages, and both omissions and repetitions will be found; but no other writer could expect to relate as well the story of the times of the Embargo and British rule as Mr. Sabine has done, or give fuller report of our townsmen's service in putting down the great rebellion than that of Mr. Eldridge.

The early history of the town is so intimately connected with that of the entire section that the scope of the volume has been made to cover the whole Passamaquoddy region. An explanation may be needed to show why the names "Passamaquoddy," "Moose Island," and "Eastport" have all been used for the same locality. At first, the place was known as Passamaquoddy, or "Quoddy." The collection district of Passamaquoddy was established by act of Congress in 1791, and still retains the name. The first post-office in the region was that of Passamaquoddy, kept at the Narrows in 1794; and, when the county of Washington was organized in 1790, John Cooper, of Passamaquoddy, was appointed sheriff. In the "United States Gazetteer," published at Philadelphia in 1795, the place is thus described:

"PASSAMAQUODDY.— A post town in the district of Maine situated in Washington County, on a bay of its own name at the mouth of St. Croix River. It is three hundred and seventy-eight miles from Boston and seven hundred and twenty-six from Philadelphia."

Eastport was incorporated in 1798; but, as its limits included the present town of Lubec, it was still necessary to use the name Moose Island, to distinguish the one from the other. And, for another reason, the name lingered after the separation of Lubec. It will be remembered that, until the final decision of the commission appointed under the Treaty of Ghent, the British authorities kept up the claim that Moose Island was part of their territory. To them,

the incorporation of the town of Eastport by the Massachusetts legislature in 1798 was without effect; and, to people generally on that side of the line, the place was still Moose Island. In the complimentary correspondence between the townspeople and the British commander at the time of the departure of their troops in June, 1818, it will be noticed that, while the former date their letter from Eastport, the latter replies from Moose Island.

In carrying out his plans, the compiler has been indebted to the co-operation of a good many people, only a few of whom can be mentioned here: to Mrs. Lorenzo Sabine, not only for permission to insert the published articles of her late husband, but for placing at his command the valuable material collected and arranged when Mr. Sabine himself proposed to write a history of the town; and to Miss Lucy M. B. Abbot, her brother and sister of Groton, Mass., for the privilege of publishing their father's interesting missionary journals, and for much time and labor spent by Miss Abbot in copying portions of his private correspondence. In 1872, Mr. Charles T. Eldridge, one of our young soldiers, presented to the town a large volume, into which he had written a record of the services of the men of Eastport in the War of the Rebellion, which, with much labor and research, he had collected from the reports of the adjutants-general of Maine and other States, from printed reports of the War and Navy Department, and by an extensive private correspondence; and, at the request of the projectors of this volume, he has made a nearly full copy of that work in the chapter which appears here. Captain Samuel Shackford, of Chicago, has furnished an interesting chapter; and Messrs. D. Lothrop & Co., Mrs. Mason's publishers, have allowed the use of the engraving which is the frontispiece of her book of poems, from which collection liberal extracts have been made.

Special acknowledgments are also due to Peter E. Vose, Esq., and Rev. Charles Whittier, of Dennysville, to Mrs. D. T. Granger, to Mr. C. B. Tillinghast, of the Massachusetts State Library, and others who have aided by furnishing information or materials for the work. The appearance of Mr. Shead's name on the title-page as publisher affords no adequate idea of his share in the labor of carrying the book to completion; and, but for his efficient aid in the collection of material, as well as for his successful arrangements in insuring the disposal of the finished volume, the compiler would have hesitated about undertaking the enterprise. The facilities afforded in the fine printing and publishing establishment of Mr. George H. Ellis, of Boston, for the printing of the work, are deserving of special notice.

The prompt response which came from townspeople, absent sons and daughters, and others interested in the history of Eastport and the Passamaquoddy section, in reply to the preliminary circular,—whose names appear in the printed list at the close of the volume,—showed a real demand for an historical work of this character; and it is hoped that reasonable expectations will not be disappointed in what is here offered as the best which the compiler has been able to prepare in the midst of his somewhat exacting business engagements.

W. H. K.

OCT. 1, 1888.

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EASTPORT AND PASSAMAQUODDY.

CHAPTER I.

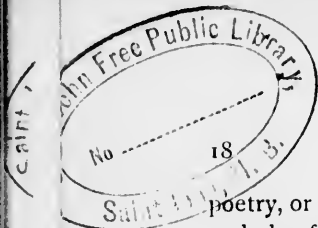
THE HISTORY OF EASTPORT AND VICINITY.*

BY JONATHAN D. WESTON, ESQ., COUNSELLOR AT LAW.†

WITH the view of rescuing from oblivion some of the facts and circumstances relative to and connected with the early history of this town and vicinity, together with the hope of gratifying a laudable curiosity on the subject in those who have been but little acquainted with its history, I have been induced to collect such as have come within my own observation, as well as those I could learn from others. Such is the nature of the subject that very little aid can be derived from books and written evidence, and resources are very scanty. Unless, indeed, they are soon collected in a more permanent and tangible form, our early history and the events connected with it will soon be lost or known only by tradition. I have made careful inquiries, and have had recourse to all the documentary evidence within my reach. Still, I am by no means certain of fixing your attention or interesting you in the details I am about to give; for they are little susceptible of polish. The dry details of dates and references, of facts and statistics, are, necessarily, less attractive than a well-written essay, abounding with illustration, or than biography, history,

* A lecture delivered April, 1834, before the Eastport Lyceum.

† Mr. Weston represented Eastport in the General Court of Massachusetts in 1813, and a sketch of his life will be found in the chapters of the Political History of Eastport. His historical lecture was published in pamphlet form by Marsh, Capen & Lyon, Boston, 1834.



poetry, or treatises on the sciences, where harmony of period, melody of style, and the graces and beauties of composition add to the pleasure derived from the subject itself which is treated.

Connected with this subject, it may not be irrelevant to advert to the history of this section of the country and that of its boundaries, previous to its actual settlement; and this I propose to do, as concisely as practicable, consistently with a full and distinct understanding of the subject.

At the close of the sixteenth century, the northern coast of the American continent had become generally known to the nations of Europe, several parts having been frequently visited for the purposes of discovery, fishing, and traffic. But all knowledge of the interior country, its geography and resources, was extremely limited; and all acquaintance with its shores, rivers, bays, and inlets, was quite imperfect.

In the several voyages to this continent, we find no account of any one who visited the waters or shores of Maine earlier than 1602, when Bartholomew Gosnold, an English navigator, is supposed to have fallen in with some part of the coast of Maine. But in the following year Martin Pring in the "Speedwell," a vessel of fifty tons, with a crew of thirty men and boys, accompanied by another vessel, the "Discoverer," of twenty-six tons, with thirteen men and a boy, sailed from Milford Haven, and on the 7th of June fell in with the coast, in the waters since called Penobscot Bay, but by the French called "Pentagoet." Thence he sailed along the coast to Piscataqua; thence farther southward, and for home in August. Pring also made a second voyage in 1606. The subsequent voyages of others added still more to the stock of knowledge of the country, and to the thirst of gain expected to be derived from it.

The French as well as the English were repeating their visits to this northern country every year, and making it at

home a favorite topic of conversation and inquiry. Purchas, an early writer, states that one Savelet, an old mariner, had, before 1609, made no less than forty-two voyages to these parts. Both nations were highly elated with ideas of extensive foreign dominions, and the prospect of an abundant commerce; but the means and measures best fitted for their attainment were unknown, as well to the sage as to the speculator. It was a great misfortune to those nations, and no less to this country, that they both coveted the same territories, using all practicable means to establish in themselves severally the most plausible title to their claims. Twenty years before, Humphrey Gilbert had taken formal possession of Newfoundland and the region two hundred leagues about it, in behalf of Queen Elizabeth; and the Marquis de la Roche was commissioned by the King of France to conquer and colonize all the regions bordering on the St. Lawrence, unlimited in extent. The people of both nations were resolved in their purposes; and with such objects in view, and with the rival feelings of each toward the other, it might easily be foreseen that these counter-possessory claims would produce the severest excitements, if not actual war.

By a royal patent of Nov. 8, 1603, King Henry IV. of France granted to Pierre de Gast, Sieur de Monts, all the American territory between the fortieth and forty-sixth degrees of north latitude, and appointed him Lieutenant-General of this extensive region, with authority to colonize and rule it according to his discretion, and to subdue and Christianize its native inhabitants. The name given in the patent was "Acadia" or "Acadie." This charter, or patent, having no other boundaries or confines than the degrees of latitude mentioned, was found to embrace the American coast between the island of Cape Breton and the shores below the mouth of Manhattan, now the Hudson or North River. De

Monts, during the winter, procured and equipped two vessels, and sailed for America March 7, 1604, and arrived the 6th of May following at Cape de la Heve, near Liverpool, on the southerly side of the peninsula of Nova Scotia. He was accompanied by his friends, M. de Potrincourt and Samuel Champlain, who was his pilot. Leaving La Heve, they sailed northerly round Cape Sable and eastwardly along the northern shore of Nova Scotia, entered a spacious basin, and anchored in a good harbor. Potrincourt was charmed with the beauty of the place, and determined to make it his future residence. He obtained a grant of it from De Monts, which was afterward confirmed by the king, and gave it the name of Port Royal, now Annapolis; and here his party dwelt for several years.

In exploring the Bay of Fundy, De Monts visited the river St. John, and gave it the name it has ever since borne. Thence he proceeded into the waters of Passamaquoddy, ascended the Schoodic to a small island which Champlain selected for a resting-place and a fortification, and here they passed the winter. As Passamaquoddy Bay and the river Schoodic now form a part of the eastern boundary of this State, a more particular account of its first discovery and situation may not be uninteresting. But as I propose again to recur to this part of the subject, at a subsequent period of this address, I prefer to continue the regular chain of the narrative uninterruptedly.

De Monts and his men called the bay "a sea of salt water"; but, in ascending the river, they found it an inconsiderable one, admitting vessels, even on the tide, to no great distance. The island itself, containing but a few acres, they called St. Croix, because two leagues higher there were brooks, which came "crosswise, to fall within this large branch of the sea,"—a circumstance which has given to the Schoodic the same name. The island is situated just oppo-

site the north-east corner of Robbinston, just below the Devil's Head. Its soil is fertile, and is usually the residence of one family. It is often called Neutral Island, and was the property of the late General Brewer.

L'Escarbot, who was himself with De Monts in this voyage, and afterward published a history of it, says of the island: "It was half a league in circuit, seated in the midst of the river; the ground most excellent and abundantly fruitful; strong by nature and easy of defence, but difficult to be found. For," says he, "there are so many isles and great bays to pass (from the St. John), before we came to it, I wonder how one ever pierced so far to find it. The woods on the main land are fair and admirably well grown, as in like manner is the grass. There is right over against the island fresh water brooks, very pleasant and agreeable, where divers of M. de Monts's men transacted their business and builded certain cabins."

The season being far advanced, De Monts concluded to pass the winter upon the island. Apprehending danger from the savages, he erected a fortification on the north part of it, which entirely commanded the river. The fort was sheltered by trees, which he directed not to be felled; and within its walls he planted his cannon, and constructed a chapel after the Indian manner of building. "Hoary snow-father being come [as L'Escarbot expresses himself], they were forced to keep much within the doors of their dwellings during the winter. But as there was not plenty of wood, which had been too prodigally used in building, and a want of fresh water, which was found on the banks of the river strongly enclosed under locks of ice, they were under the necessity of procuring both from the shores every day." Some of the savages were occasionally bespoken; and, through fear of surprise or assault from those who had a lodgement at the foot of the island and appeared to be jealous, De Monts kept a constant watch night and day.

The winter was severe, and the sufferings of the people from the scurvy very grievous. Not one wholly escaped it, and thirty-six out of seventy (Ogilly says ninety-seven) actually died before spring. At the usual seed-time, they prepared a piece of ground and sowed it with rye; and, being absent in the first season of reaping, they gathered in the second year a growth of it, in the narrator's words, "as fair, big, and weighty as in France." This, being a mere temporary residence, could never have assumed any considerable importance, had it not been the first pretension of a settlement in Acadie. L'Escarbot adds, "The people that be from St. John's River to Kennebeki, wherein are the rivers St. Croix and Norombegua, are called Etechemins."

When the survivors of the party had sufficiently recovered their strength, De Monts put his provisions and arms on board his pinnace; and about the middle of May, 1605, he and his men embarked in search of a more convenient station and a warmer climate. In ranging along the coast westwardly, they entered the Bay of Penobscot, which, with the neighboring country, some European adventurers had previously understood by the natives was called Norombegua. At Kennebec they erected a cross, and took possession in the name of their king, and, after visiting Casco Bay and Saco River, proceeded to Cape Cod. But, unsatisfied with the country as a place of settlement, they returned to St. Croix, and soon proceeded to Port Royal. Here he met M. Dupont, with an accession of forty men, with fresh supplies in a ship from France; and, removing the remainder of his property from the island St. Croix across the bay, he lodged it with his other stores at the mouth of the river emptying into the basin of Port Royal. At this place he constructed a fort, and, having made due disposition of his affairs, sailed for France, leaving Dupont, Champlain, and Chauvin to explore the country and complete the settlement.

The expedition of De Monts drew the attention of the English to this side of the Atlantic. To avoid the jealousy of the French, and at the same time to secure the advantages of prior possession and continual claim, George Weymouth was despatched on a pretended voyage of discovery of a north-west passage. He sailed March 31, 1605, and made the land near Cape Cod, and thence coasted eastwardly as far as Penobscot. He stopped at a place called by him "Pentecost Harbor," now George's Island Harbor, at the mouth of George's River. "Here," says the journalist, "on the twenty second of May, we digged a garden, sowed pease and barley and garden seeds, which in sixteen days grew up eight inches, although this was but the crust of the ground and much inferior to the mould we afterwards found on the main." Weymouth, by treachery and force, seized and carried away a sagamore, and three other Indians of rank and influence, and otherwise ill-treated the natives. A forfeiture of trade and hospitality, hatred of the English name, revenge, and cruelties were the consequences of these and much baser improprieties, and more than counterbalanced the fruits of the voyage and possession taken of the country. Such conduct was in the highest degree impolitic and unjust, though it seemed not to be much regarded or reprobated at home.

On the 10th of April, 1606, about two years and a half after the grant to De Monts, a charter was obtained from King James I. of England of the vast extent of territory lying between the thirty-fourth and forty-sixth degrees of north latitude, and from the Atlantic to the Pacific Ocean, including all the islands within one hundred miles of the coast. This immense tract was divided into two colonies. The first, granted to a London company, extended north to the forty-first degree of latitude, and was called South Virginia. The remainder, granted to a company of adventurers in the town

of Plymouth, was called North Virginia, and covered all but one degree of the previous French grant to De Monts.

Under this charter, the adventurers sent out colonists in 1607. The one from Plymouth, destined to the northern shore, consisted of two ships and one hundred men, under the command of Captain George Popham, as president, and Captain Rawley Gilbert, as admiral, sailed on the 31st of May, and arrived at the island of Monhegan the 11th of August, and then continued on to the Kennebec, where they planted themselves upon an island in the mouth of that river. Thence they removed to the mainland, built a commodious house, barn, and a few slender cabins, erected a fort, block-house, etc., which they named Fort George (afterwards called Popham's Fort), and forty-five of the colonists passed the winter there, the two ships having sailed for England the 5th of December. This was subsequently denominated the Sagadahoc Colony. But a succession of peculiarly unfavorable circumstances terminated the existence and hopes of this colony the succeeding year, and the survivors returned to England.

M. Potrincourt, wishing to revive his plantation at Port Royal, which had fallen into decay, procured the king's confirmation of his grant upon condition of his endeavors to convert the natives to the Catholic faith. In 1608, he sailed with his son Biencourt and several families,—intending to become settlers,—and two Jesuits, Biard and Massé. During the passage, a sharp controversy arose between him and the ecclesiastics, in which he boldly told them “it was his part to *rule* them on earth, and theirs only to *guide* him to heaven.” Potrincourt remained at Port Royal a short time, and, returning to France, left his son in command. Disdaining to be under the control of these two priests, who assumed control of the civil affairs of the plantation, Biencourt threatened them with corporal punishment in return for

their spiritual anathemas. Early in the spring, therefore, the Jesuits left him, and proceeded westward to an island on the coast of Maine, then called Mount Mansel, but now called Mount Desert. Here they constructed and fortified a habitation, planted gardens, laid out grounds, and dwelt for five years, entering with zeal and untiring perseverance upon the work of converting the natives to Christianity. Their number was subsequently augmented by the arrival of one Saussaye, with twenty-five colonists, who called the place St. Sauveur. But they did not long remain unmolested. Disputes had already arisen between the French and English respecting the bounds of their respective grants, which, from want of information relating to the situation of the country, ran with strange perplexity into one another. The disposition of the French to extend their settlement still farther west was viewed with alarm by the government established in Virginia; and in 1613 Captain Argal was sent with eleven vessels, carrying sixty soldiers and fourteen pieces of cannon, to dislodge them. He seized upon the fort at Mount Desert, together with a ship and bark or pinnace, then in the harbor, broke in pieces the cross erected by the Jesuits, reared another inscribed with the name of his king, and in this way took formal possession of the place. Gilbert du Thet, one of the Jesuits, was killed by a musket-ball during the attack. Proceeding farther eastward, he took one vessel at St. Croix Island, destroyed what remained of De Monts's settlement, crossed the Bay of Fundy, and came to anchor before Port Royal. The French at the time were mostly absent from the fort. Argal, therefore, lost no time; and, in two hours after he had landed his men, he reduced the entire settlement to ashes. Having accomplished his object, he carried the ship, pinnace, ordnance, cattle, and provisions, together with part of the prisoners, including the Jesuits, to Virginia. The French power

in this quarter was thus interrupted, and it was a number of years before it recovered from the disaster. This hostile expedition took place in a time of profound peace between the two crowns, and the reason assigned was the encroachments of the French upon the territories of the English.

On the 3d of November, 1620, a new charter was granted by King James I. to forty noblemen, knights, and gentlemen, collectively denominated "The Council established at Plymouth, in the county of Devon, for planting, ruling, and governing New England in America." This charter granted in fee-simple the whole country situated between the fortieth and forty-eighth degrees of north latitude in breadth; and in length, by the same breadth, "throughout the main land from sea to sea,"—embracing, in fact, all the country from Philadelphia to the Bay of Chaleur. This charter expressly recognizes that of April 10, 1606, and premises that this country had lately experienced, under a visitation from God, an uncommon desolation by a "destructive plague," and "horrible slaughters and murders among the savages," and that none other than English subjects had any possessions within that territory. Nay, "many places for leagues," it was stated, "were without native inhabitants to challenge any interest in the lands." Under this charter, which existed upward of fourteen years, were all the grants made which originally divided the country between the Hudson and Penobscot Rivers; but beyond these bounds the patent appears to have had no practical operation.

Sir F. Gorges, one of the most prominent men in the Council, foresaw that the French settled at Quebec, Port Royal, Mount Desert, etc., though expelled by Argal eight years before, intended to become exclusive possessors of the country, and that efficient means ought to be promptly adopted to thwart their design. A difficulty, however, arose from a deficiency in the charter itself; for, though it ex-

tended two degrees farther north than the former one, it only embraced the Bay of Chaleur, and fell short, at least a degree, of the southerly bank of the St. Lawrence. To obviate this perplexity, a conveyance was made by the Council of Plymouth of a large portion of their north-eastern territory to Sir William Alexander, who was Secretary of State from Scotland, and afterward created Earl Sterling and Viscount of Canada, which was forthwith confirmed and enlarged by a patent from King James I. of England, dated Sept. 10, 1821.

This patent to Sir William Alexander and his heirs embraced all the lands of the continent and islands, reckoning from Cape Sable in about forty-three degrees north latitude, along the seashore to St. Mary's Bay; thence to the north in a straight line to the entrance or mouth of the great bay between the countries of the Souriquois and of the Etechemins, as far as the river of St. Croix, "and to the farthest source or spring, which first comes from the west; from thence by a straight imaginary line crossing the lands or running towards the north, as far as the first bay, river, or spring which runs into the great river of Canada"; thence eastward by the shores of the river to the sea; and so on round the peninsula to Cape Sable, and including the islands within six leagues of the coast. This tract was called Nova Scotia, or New Scotland. It was granted to Sir William and his heirs in fee-simple, and without any condition whatever. Under this charter, Sir William sent out several vessels, rather to make discoveries than to colonize, till 1624, when he transported thither some Scottish settlers, and, "after subduing the French inhabitants or removing them to Virginia, planted a colony there himself, and held possession ten years, before it returned to the French" by the treaty of St. Germain, May 29, 1632.

New England being now brought into notice by the re-

spectability of the persons who had engaged in its cause, and especially by the profits derived from the fish and fur trade, the intercourse was yearly increasing. Prince, in his "Annals," states that in 1621 ten or twelve ships from the west of England procured full cargoes of fish and fur. In 1622 thirty-five ships, in 1623 forty ships, and in 1624 fifty ships were engaged in the same trade.

King James died in 1624; and his successor, Charles I., married a French Catholic princess. By the marriage treaty, it was stipulated to recede or resign the jurisdiction of Acadia to France. This treaty, in view of all Englishmen interested, cast a deep shade on American affairs, and brought into collision the rights of the patentees and engagements of the crown.

After much exertion, Sir William in 1625 obtained a confirmation of his grant, described and sanctioned with much particularity: but it availed him very little. His efforts for settling the country were feeble and inefficient, and his colonists returned home. Though not yet in possession, the French king in 1627 made a grant to Claude Saint-Etienne de la Tour of lands five leagues on each side of the river St. John and two leagues back from the shore. It is said he also obtained from Charles a confirmation of the grant of Sir William to himself, and from Louis, the French king, a commission dated Feb. 11, 1631, to be governor of Acadia.

By the third article of the treaty of St. Germain, Charles resigned to the French monarch "all the places occupied by British subjects in New France, Acadia, and Canada." To this transaction may be traced events most important to the northern colonies, and especially to Maine. Chalmers supposes that the cause of the disputes between the colonies and the mother country may be traced to this transaction. The article was artfully drafted. No boundaries were mentioned,

and the avenues were opened for those unlimited controversies about lines and limits which are among the worst of national evils.

Desirous to advance the settlement of his Acadian colony, the French monarch made several grants. One of the first, in 1633, was to M. de Razilla, a military officer who had been appointed to take the possession and command of the country which embraced the river and bay of St. Croix, and the islands in the vicinity.—“twelve leagues on the sea and twenty leagues into the land.” Its eastern boundary probably adjoined the western line of the patent made before to La Tour on the St. John's. The new grant was extensive, yet it is not ascertained whether it did or did not extend southward of the river St. Croix. Certain it is that every other was northward of it, except the dormant one to De Monts.

The patents of the Plymouth Council embraced the whole seaboard from Piscataqua to Penobscot; but they still held by their charter the territory between the Penobscot and St. Croix, unassigned and unsold.

The new Plymouth colonists, undismayed by a piratical attack by the French in June, 1632, on their trading-house at Penobscot, which was plundered of its contents to the amount of £500, kept their station, and pursued their traffic for three years longer before they were forced entirely to abandon the place. Besides, the next spring they established at Machias a new trading-house, which they replenished with a variety of valuable commodities, and put it under a guard of five or six men, trustworthy and well armed. It was an eligible station above Cross Island on the west bank of the river, the remains of an ancient fort being still visible there. They might have been encouraged and supported by the Plymouth Council in a full determination to keep possession of the country.

The faults of La Tour, governor of Acadia, were avarice, pride, and passion; and such high resentments did he affect to feel when he heard of the trading-house set up at Machias that he hastened away to lay it in ruins. Meeting with resistance, he killed two of the defenders: and, after rilling the house of all the articles of value he could find, he carried his booty and the survivors to Port Royal. The amount of property pillaged was £400 or £500. Afterward, in reply to Mr. Allerton, of New Plymouth, who came to recover the prisoners and goods, and to inquire if he had authority for this transaction, La Tour insolently and insultingly replied: "I have taken them as lawful prize. My authority is from the King of France, who claims the coast from Cape Sable to Cape Cod. I wish the English to understand, if they trade to the eastward of Pemaquid, I shall seize them. My sword is all the commission I shall show. When I want help, I will produce my authority. Take your men, and be gone." Ten years after this transaction, La Tour, who was in Boston seeking assistance against D'Aulnay, was called to account for the part he took in this business before the governor and assistants. His explanation to the governor, and offer to Mr. Vines, the principal sufferer, to abide the judgment of referees, seems to have been satisfactory.

The present was a trying period to the affairs of the Plymouth Council. The merchants believed that it possessed a monopoly of trade; the majority of the Commons considered the Council under royal influence, and devoted to the claims of prerogative; High Churchmen looked on them as opposed to prelacy, and opening an asylum to Puritans; while the king himself suspected the New England colonists were enjoying liberties and privileges wholly inconsistent with his notions of regal power. Sir F. Gorges strenuously defended the "corporation and measures" be-

fore the House of Commons, but in vain. When decisions are only sanctions of decrees predetermined, all arguments, principles, and rights are nullities. A dissolution of the Plymouth Council must be its fate, and the members made preparations for it. Hence they concluded to divide the whole patent into twelve royal provinces, and to draw lots Feb. 3, 1635, in presence of the king, for each of the grand divisions. The first province, or division, embraced the country between St. Croix and Pemaquid, and extended north to the forty-eighth degree of north latitude. It was called the county of Canada, and was assigned to Sir William Alexander, Earl of Sterling, who died in 1640. His descendants have, within a few years (say four or five), laid claim to Nova Scotia under the ancient patent of King James to their ancestor. Major-General Lord Sterling, a distinguished officer in the American army during the Revolutionary War, was a descendant of Sir William Alexander, the grantee of Nova Scotia. The other divisions were in like manner assigned to others. The last meeting of the Plymouth Council was held April 25, 1635, previous to which a decree was entered against the charter, though never carried into execution. They entered in their books the reasons of their proceedings, and, having held the charter about fifteen years, resigned it into the hands of the king, first reserving all grants and all vested rights. At this time, the whole number of white people in Maine from Piscataqua to Penobscot is estimated at about fifteen hundred.

An almost constant state of petty warfare existed between the French and English, and repeated inroads and reprisals were made by each upon the other. The French claimed and occupied the coast and territory, and controlled the tribes of Indians situated about and between the St. John and Penobscot. But it is certain that the French at no time had any territorial possession westward of the Penob-

scot, which was the divisional boundary, in fact, for many years between the French and English. Hutchinson says the French continued in possession of Penobscot till 1664.

About this time, also, the rivalry of the French officers, La Tour, son of the La Tour above mentioned, whose command extended from the head of the Bay of Fundy to the St. Croix, and D'Aulnay, stationed at Major Bagadyduce, now Castine, and claiming a paramount command and government from thence to Cape Sable and the intermediate country, produced disastrous consequences, and ended in a predatory and exterminating warfare, rendered more fierce and bitter by religious zeal and bigotry (D'Aulnay being a Catholic, and La Tour a Protestant), which lasted for twelve years. Each party in turn made application to Massachusetts for assistance, who, though she declined openly to interfere, secretly aided each, fomenting rather than allaying the disputes between them. One circumstance I may mention. In 1645, D'Aulnay attacked St. John in the absence of La Tour; but his wife made an heroic defence, killed twenty and wounded thirteen of the assailants. Two years afterward he again invested it. Twelve of his men were killed in the assault, and several wounded; but he finally succeeded, made La Tour's wife a prisoner, and, it is said, put all the others, both French and English, to the sword. The amount of plunder which he carried away is estimated at upward of £10,000.

In 1654, though it was a time of profound peace between England and France, the Protector Cromwell, who had sent out several ships against the Dutch at Manhadoes, or New York, secretly gave orders to the captains, after reducing the Dutch, to turn their arms against Nova Scotia, and make a conquest of it. This was easily accomplished; and the whole country from Penobscot eastward, including Nova Scotia, fell into the hands of the English. This act of aggression

was complained of by the French, but Cromwell refused to restore it, claiming it under an older and paramount title; and the next season the whole Acadian province was confirmed to the English, who held it thirteen years, when it was surrendered to the French under the treaty of Breda, July 31, 1667. Cromwell appointed Sir William Temple governor, and two years after (1656) gave to him, one Crown, and La Tour a joint grant of the territory of Acadia, and that part of the country called Nova Scotia from Merliquash (now Lunenburg) to Penobscot, the river St. George, and the Muscingus, situated on the confines of New England.

Soon after the Restoration, King Charles II., by charter dated the 12th of March, 1664, granted to his brother James, Duke of York, certain claims upon the Hudson River, and finding no royal patent extant which covered the territory between St. Croix and Pemaquid, except those made when the New England grand patent was dissolved and the twelve provinces projected and assigned in 1635, included this region also in the charter, it being the first of those twelve provinces, and having been assigned to Sir William Alexander, and described to be "all that part of the main land in New England beginning at a place known by the name of St. Croix, next adjoining to New England; thence extending along the sea-coast to a place called Pemaquid, and up the river thereof to its farthest head," and by other boundaries to the river of Canada northward. This, besides being called "the Duke of York's territory," has also been called "the territory of Sagadahoc," "New Castle," and the "County of Cornwall." No other grants in Maine or Nova Scotia appear to have been made; and at the treaty of Breda, three years afterward, all Acadia, without specification as to boundaries, but including by name "St. John, Port Royal, Latteve, Cape Sable, and Pentagoet," or Penobscot, as being parts of the province, was resigned into the

possession of the French, who built stockaded forts at Port Royal, St. John, and Penobscot. A profitable trade was pursued in furs, peltry, and fish; but in other respects the country for several years was treated with great inattention, Canada affording the principal attraction to the French enterprise. Meanwhile, the whole coast between Penobscot and St. Croix remained untouched by the arts of culture and improvement, and almost without inhabitants, save the aborigines. At this time, the white population of Nova Scotia is stated at nine hundred only. M. du Bourg was appointed governor of Acadia, and a friendly intercourse and trade subsisted between him and the people of New England. But the Dutch in 1674 seized upon the fort at Penobscot, which they soon after abandoned, and again in 1676, whence they were expelled by a force sent from Boston.

Charles II. died Feb. 16, 1685, and was succeeded by his brother, the Duke of York, now James II. He appointed two commissioners to manage his ducal province in Maine, John Palmer and John West, who were directed "to lay claim to the country as far eastward as the river St. Croix," the limit of the patent, and to exercise over it the prerogatives of government, to the extent of his power and right. Under these instructions, they seized a cargo of wines at Penobscot, landed there under the belief the place was within the French territory; but the wine was ultimately restored, and the difficulty healed.

King James II., after a short reign of three years, having been driven from the throne in 1688 and gone over to France, a war ensued between the two countries. As soon as this was known at Boston, preparations were immediately made to regain Nova Scotia and reduce Quebec. Early in the spring of 1690, an expedition of seven sail, under the command of Sir William Phips (who was a native of Woolwich in this State, one of the youngest of his mother's

twenty-six children, twenty-one being sons), sailed from Boston. He proceeded first to Port Royal, which surrendered at discretion; then visited the other French settlements, and took formal possession of the whole country and coast, including the islands as far as Penobscot.

The whole country except Quebec being now in the possession of the English, the important instrument denominated the charter of William and Mary, or the provincial charter, passed the seals Oct. 7, 1691, and received the royal sanction. This constituted for eighty-nine years the foundation and ordinance of civil government for the United Territories of Massachusetts, Plymouth, Maine, and Sagadahoc, collectively called the Province of Massachusetts Bay, being superseded by the adoption of the Massachusetts Constitution in 1780. The charter specially included the country from Pemaquid to the St. Croix, Schoodie, or Nova Scotia, the ducal province of James II. having now reverted to the crown on his abdication. Nova Scotia also, or Acadia, though resigned to the French by the treaty of Breda in 1667, had been recently captured by Phips, and was included in the same charter, but in a few years was conceded by Massachusetts to the entire and exclusive dominion of the English crown.

It was stipulated by the seventh article of the treaty of Ryswick, of Sept. 11, 1697, "that mutual restitution should be made of all the countries, colonies, and forts taken by either party during the war," by virtue of which Acadia, or Nova Scotia, unfortunately without any definite boundaries, once more returned to the undisputed possession of the French. Nothing effectual was done toward determining the western limits of the province, only that in this, as in the treaty of Breda, provision was merely made for the appointment of commissioners to settle that question which was again revived, France by treaty and Massachusetts by

charter strenuously claiming the country from St. Croix to Penobscot or Kennebec.

On the 15th of July, 1710, a fleet from England, intended for the reduction of Nova Scotia, arrived at Boston, and, being there joined by the colony forces, sailed for Port Royal, which capitulated October 2, and the name changed to Annapolis Royal. The submission of the rest of the province soon followed. This was succeeded by the treaty of Utrecht, March 13, 1713, by which France resigned all Nova Scotia, or Acadia, with its ancient boundaries to the crown of Great Britain; and it has ever since remained a British province. The conquest and cession of Nova Scotia was an event highly important to Maine. It put to rest the long agitated question about boundaries, the charter of William and Mary being sufficiently definite respecting the division lines between territories of the same crown. The country became less exposed to the depredations of the Indians and others, inasmuch as a contiguous province could no longer afford them a hiding-place.

To this period it will readily be perceived that the history of the Sagadahoc province has been so intimately blended with that of Nova Scotia that a narrative of events and affairs in one could not be understood without tracing the chain of occurrences in the other.

The principal cause of the dispute relative to the territory west of St. Croix was in considering Acadia and Nova Scotia as distinct countries, while, in fact, they were the same. Had the cessions and recessions from one to the other by the French and English been confined to Nova Scotia, instead of Acadia (which name was generally used), the difficulty would have been obviated. But the French artfully used the name Acadia, which had never any other southern boundary or limits than the fortieth degree of latitude, mentioned in King Henry's charter to De Monts in

1603; whereas, the southern extent of Nova Scotia was well understood to be limited and bounded by the river St. Croix, as described in the charter of King James to Sir William Alexander in 1621. This "debatable ground" was mostly in possession of the French till 1713, and was noted for its fur-trade and fishery. In the Collections of the Massachusetts Historical Society there is an account of the inhabitants scattered along the coast in 1688, as follows: "At Penobscot, Baron Castine, his family, and Ranne, his servant; at Edgemoragan Reach, Charles St. Robin, his son and daughter, and La Flour and his wife; at Mount Desert, Lowry, wife and child, Hinds, wife and four children, Cadillac and wife; at Machias, Martel, John Bretoon, wife, and a child of Jersey, Lattre, wife and three children; at Passamaquoddy and St. Croix, St. Robin, wife and son, Lettrell, John Minns, wife and four children, Lambert, Jolly Cive, his servant, Zorza, and Lena, his servant,—perhaps forty-five souls." In 1660, the white inhabitants of Maine were estimated at five thousand; and fifteen years afterward, at from five to six thousand, and the effective strength of the militia at one thousand. Sylvanus Davis, in a statement made to the Massachusetts assistant, says, "There were as many as one hundred and fifty-six families east of Sagadahoc in 1675, and between that river and St. George's River near one hundred fishing vessels owned by the people there."

This country, when first discovered by Europeans, was full of inhabitants, the "Lenni Lenape," or "original people," of whom about thirty distinct tribes have been enumerated in New England and Nova Scotia. In Maine there were two great divisions, the Abenakis and Etechemins. The latter inhabited the country between the rivers Penobscot and St. John, both inclusive, and were divided into three tribes,—the Tarratines at Penobscot, the Openangos upon

the Passamaquoddy Bay, and the Marechites, or Armouchiquois, on the St. John. The Tarratines were a numerous, powerful, and warlike people, and Hubbard and Prince say kept the western Indians in perpetual fear. One instance is given of an excursion made by them as far as Dorchester, near Boston, where they killed five men. They were early acquainted with the use of fire-arms, which were furnished them by the French; and they were instructed by them in their use. The Marechites, or Armouchiquois, inhabited the St. John River, called by them "Ougondy." They were also numerous, and, according to Purchas, valiant and ingenious. He says they attained some eminence in "painting, carving, and drawing pictures of men, beasts, and birds, both in wood and stone." Their present range is from the mouth of the river to the Madawaska, and even above. The Openangos, which means the same as little sable, "very cunning," more commonly called the Quoddy tribe, were settled about the waters of the Passamaquoddy Bay and the river Schoodic. It is said that they were anciently numerous, but probably a younger tribe than those of Penobscot or St. John. The Indian tradition is that an Indian of St. John married a Tarratine wife, settled at Passamaquoddy, and became a tribe. It is certain that they have lived on the most friendly terms with both the others, and always acted in concert with them. Their village is at Pleasant Point in the town of Perry, where there are about thirty wigwams, three or four frame-houses, a school-house, and chapel. They are poor, ignorant, indolent, and superstitious, attached to ancient customs and to Catholic rites and forms. No motives, no persuasives, can rouse them from their debasing inactivity. They have learned nothing from their intercourse with the white people but their vices. Neither the emoluments of industry, the pleasures of education, nor the wants of life have power to kindle in them the desire of

becoming a civilized people. They are indigent and depressed. Little remains to them but their barbarian freedom, and they are fast sinking into that state which will shortly end in their entire extinction.

The Etechemins, in their general dispositions, appear to have been more favorable to the whites than the western Indians. Less disturbed than they in the enjoyment of their possessions, and more discreet, they were always reluctant to engage in hostilities with the English, and have never been so much wasted by war and disease, though they have not altogether escaped. In 1615, their fighting men were estimated at 6,000, the Tarratines at 2,400, the Openangos at 1,400, and the Marechites at 2,200. Persons well acquainted with them in former years affirm that in 1756 they could turn out 1,500 fighting men. Their population in 1820 was only 1,235; the Tarratines, 390; Openangos, 379; and Marechites, 466.

The Indians are generally in their persons well made, with acute senses and quick perceptions, grave and taciturn, hospitable and generous, grateful for favors, but never forgetting an injury, revengeful and cruel, strongly attached to their families and tribes, rude in their dress (which formerly consisted of skins), excessively fond of ornament and bright and gaudy colors. With few inducements to industry, they are idle and improvident, irregular in their mode of living, and uncleanly in their persons and dwelling. Each tribe was governed by a Sagamo (sunk-a-muh), and under them by "wise men," denominated Sachems, in modern times chiefs, governors, captains. They have no written laws, nor judicial process,—only a few immemorial usages,—all their proceedings under the Sagamos and Sachems being regulated by sense of present fitness and benefit. Their religious notions were crude and full of superstitions. They believed in a great and good spirit called Sazoos, and prob-

ably in the immortality of the soul. They also believed in an evil spirit, called Majahondo. Their moral sense was exceedingly obtuse, and had little or no practical operation on their lives or conduct. Christianity was early introduced, and subsequently taught among the Etechemin tribes by the Jesuits and Catholic missionaries. They effected great changes in the views and external practices of the natives. Superstitious rites and rituals, blended with endeavors to inculcate and deepen the moral sense and to encourage religious worship, becoming established, are still extant among the remnant of the tribes. But neither their morals, manners, principles, nor yet their customs, tastes, or sentiments, have undergone any or extensive radical improvement. In all these, the Indians are Indian natives still, without any essential change.

The French appear to have had more friendly and familiar intercourse with the Indians than the English. They assimilated more with their manners and customs, adopted their habits and modes of life, and by intermarriages with the natives acquired an influence never possessed by the English. This was increased by the influence exercised by the Jesuits, and the imposing rites and ceremonies of the Catholic Church, more palpable to the senses, and therefore more acceptable, than the simple but more intellectual worship of the Protestants. The Etechemin tribes are all Catholic, but not deep reasoners on the subject of religion.

During fifty years, the planters and traders in Maine had great intercourse with the natives, undisturbed by any open rupture. When the Indians commenced hostilities, they were full of revenge and greedy spoil. No presents, no treaties, no expedient, could for any length of time bind them in the bonds of peace. Their jealousies and antipathies were habitual; and, when it was too late, they had a fearful vision of exile from the land of their fathers or of utter

extermination. From the time of King Philip's War, commenced in 1675, the inhabitants of Maine were extreme sufferers in six Indian wars, in which the Indians displayed their implacable resentment and proverbial ferocity. There are few data to show the part which the Indians east of the Penobscot took in these wars, or how far they were immediate sufferers by them. The first treaty ever made with the eastern Indians was Nov. 13, 1676. At the commencement of King William's War, 1688, "Egeremet of Machias" is named as a sagamore engaged in hostilities. In June, 1692, in the attack on the fort at Wells by the French and Indians under Burneffe, "Egeremet, who was from Machias or Passamaquoddy," is mentioned among several other sagamores; and his name, with those of twelve other sagamores, appears in a treaty with the English on the 11th of August, the next year, as representing all the tribes from Passamaquoddy to Saco, inclusive. A brother of his was one of the hostages. Egeremet was, some time after, basely killed by Captain Chubb at Pemaquid, where he went to effect an exchange of prisoners.

In 1704, a force of five hundred and fifty men besides officers was raised in Massachusetts, and the command given to the celebrated Colonel Church. Furnished with fourteen transports, thirty-six whale-boats, and a scout shallop, he sailed from Boston May 21, under convoy of the "Jersey" and "Gosport," ships-of-war of forty-eight and thirty-two guns, attended by the province galley. The places of destination specially appointed him were Metinicus, Penobscot, Mount Desert, Machias, Passamaquoddy, and the settlements on the Bay of Fundy. His first stopping-place was at Metinicus, whence he sent out boats to one of the Green Islands, and took into custody three Frenchmen named Lafavre, a father and two sons, and also a Canadian Indian. The prisoners, at first obstinate and sullen, were terrified by threats

or softened by promises to give information and act as pilots. They told Colonel Church that there were several families of French and Indians living about the margin of the Penobscot, and also that Messrs. Gourdon and Sharkee, French officers who had lately furnished them and the informants with ammunition and other necessaries, were then engaged in building a fort at Passamaquoddy. Church, under the pilotage of the prisoners and one Young, taken out of the jail at Boston for the purpose, made an incursion into the bay and river of Penobscot, where "he killed and took a considerable number both of French and Indians." At Mount Desert, Colonel Church was joined by the ships-of-war, and, taking a fresh supply of provisions, proceeded into the waters of Passamaquoddy in whale-boats. Through fear of alarming the enemy, he rowed by night and rested by day, not permitting a gun to be discharged even at an Indian, if he could be otherwise killed or taken. On the 7th of June, Church and his men went on shore upon an island, probably Moose Island, where they made prisoners of a French-woman and her children; and, from the mainland near her abode, they took M. Lotrull and his family. Ascending the river, they seized upon Gourdon and his family, and Sharkee and his domestics, and plundered the house of the latter of some valuable articles. Church, observing several of his men hovering round Gourdon's dwelling, inquired the reason. One of them replied, "Because some of the people within will not come out." At which Church exclaimed, "Then kill them." They instantly fired, and several fell. He then proceeded to the head of the navigation of the river, still engaged in the work of capture and destruction, Chartiers, a French officer and resident, being the only one who escaped. The armament then sailed up the Bay of Fundy, destroying Minas, now Horton, and two other "populous villages," laid waste the country about Chignecto

(Cumberland), and, visiting Passamaquoddy, Mount Desert, and Penobscot, returned to Boston after an absence of about three months. In this, his fifth and last eastern expedition (having in his preceding one been as far as St. John), he had taken one hundred prisoners and a great amount of plunder, with the loss of only six men, and, as a reward for his services, received from the legislature a vote of public thanks.

In 1722, a vessel from Annapolis for Boston, with several passengers, touched at Passamaquoddy for water. Ignorant of hostilities, then lately commenced, they went on shore, where they were made prisoners by a mixed party of French and Indians. In making arrangements to divide the cargo, they sent the master on board the vessel, when, the wind springing up fresh and fair, he and the people on board cut the cable, and made the best of their way to Boston. Those left behind were afterward released on payment of ransom. In 1744, the government of Massachusetts declared war "against the several tribes east of the one upon Passamaquoddy," forbidding all the Indians westward of a line "beginning at three miles eastward of that river, and running north to the St. Lawrence," to have any correspondence with those Indian rebels.

In the year 1760, and during what is usually termed the "old French War," the eastern tribes, who had joined with the French, wasted by war, famine, hardships, and disease, particularly the small-pox, now left to their fate by those who had made them dupes and self-destroyers, saw themselves on the brink of ruin when too late to avoid the sacrifice. The tribes that first sued for peace were those on the St. John River and Passamaquoddy, who had been the foremost in taking up the tomahawk. One tribe sent Michael Neptune, the other Bellamy Glaube, to Governor Lawrence at Halifax, who entered into a negotiation with them, by

which the treaty of 1725, confirmed in 1749, was fully recognized and renewed, and hostages given for a strict adherence thereto. The other tribes soon followed their example, and thus were terminated the wars and even the political existence of the Indians.

The estimates of the inhabitants of Maine at different periods are as follows: in 1735, about 9,000; in 1742, probably 12,000; in 1761, 17,500; and in 1764, about 24,000 souls.

The question of the eastern boundary came incidentally into discussion between the French and English in 1749, when Governor Shirley, of Massachusetts, and the Marquis de la Galissonière were appointed to settle the disputed lines between Canada and Nova Scotia, the place of meeting being fixed at Paris. On this business, Shirley was absent four years, without accomplishing the object. The General Court, in a congratulatory address on his return, after expressing their regret at his want of success with the French, add, what perhaps is equally applicable to other nations, and also to individuals,—“but for a long time that nation has been famous for doing justice by compulsion rather than by inclination.”

At the peace of Paris, Feb. 10, 1763, which terminated the “old French War,” France renounced and guaranteed to Great Britain all Canada and Nova Scotia, with all her northern continental and insular possessions in America, except the small islands of St. Peter’s and Miguelon in the Gulf of St. Lawrence, which Great Britain ceded and confirmed to France, as a shelter for her fishermen. The same year Canada was erected a provincial government; and a part of its southern boundary line runs from a certain point at forty-five degrees of north latitude, eastward, “along the highlands which divide the rivers that empty themselves in the river St. Lawrence from those which fall into the sea,”—

a line supposed to form the northern boundary or limit of Maine.

About this time, the settlement of this part of the country began to engage the attention of the government. As early as 1734 Governor Belcher made an exploring excursion into the eastern parts, and visited Passamaquoddy, Machias, and the coast westward to the Sheepscut. In 1750, Richard Hazen was employed, at the public expense, to make surveys and form a correct map or chart of the whole coast between the Merrimack and St. Croix; and in 1762 the General Court appointed William Brattle, James Otis, and John Winslow "to repair to the St. Croix, determine the place where the easterly line is to begin; to extend the said line so far as they shall think necessary, and ascertain and settle the same by marked trees, or other boundary marks." Their report was made in February following, accepted and printed; but it showed a view rather than a descriptive survey.

In 1764, two years afterward, Governor Bernard, of Massachusetts, caused a survey of the Bay of Passamaquoddy to be made, and proposed making grants of land there, as being within his government. The next year Governor Wilmot, of Nova Scotia, did the same. The surveyor from Nova Scotia reported that the river called by the Indians Copscook was anciently called by the French St. Croix; and, although Governor Bernard claimed the Macacadava as the St. Croix, yet in 1765 he applied to and obtained a grant from the governor of Nova Scotia of one hundred thousand acres, including Moose Island, for himself and his associates, lying between the Copscook and Schoodic Rivers, on the western side of Passamaquoddy Bay.

A brief notice of some of the incidents of the Revolutionary War, which occurred in this vicinity, may with propriety be here introduced,—not as highly important in themselves,

yet forming a part of the great whole, and showing that the actors were among the number of brave men whose merits and deeds so much adorn the annals of the Revolution.

Soon after the battle of Lexington, in April, 1775, Captain Ichabod Jones, of Boston, whose wife and daughter were with their relatives at Machias, obtained leave of Admiral Graves to freight his vessel with provisions and carry them to Machias on condition of returning with a cargo of wood and lumber for the use of the British troops. Jones was accompanied by the English schooner, "Margranetto," armed with four or five guns, several swivels, and hand-grenades, under the command of Midshipman Moor, a relative of the admiral. On his arrival, early in June, the settlers were called together, and, in view of their remote and destitute condition, agreed to permit his vessel to load. But Benjamin Foster and a party from East River (now East Machias) conceived the bold design of making prisoners of the officers while on shore, and a prize of the armed schooner. This object, however, was frustrated. The officers got on board, and moved down to the mouth of the river. Foster, thus disappointed, consulted with Jeremiah O'Brien and others, of West Falls (now Machias); and a plan of attack agreed on. Foster and his party took a coaster, then in East River, and O'Brien and his party took Jones's largest sloop, and both proceeded down the river, some armed with muskets, some with pitchforks and other weapons, with the intention of carrying the enemy by boarding. They were received by a warm discharge of swivels, musketry, and hand-grenades, by which two men, McNeil and Colbeth, were killed, and two or three badly wounded. In return, a deadly fire was kept up. Moor, who made a brave defence, was mortally wounded, several of his men killed, and also one Avery, a master of a schooner from Connecticut, who happened to be on board. The vessel was then surrendered, and carried to the West Falls in triumph.

Hostilities thus commenced, Jones's sloop, surnamed the "Liberty," was fitted up with bulwarks and armed with the guns and swivels taken from the prize. The "Plantation Committee of Safety" appointed O'Brien to command her; and he made an unsuccessful cruise of three weeks in the Bay of Fundy for the schooner "Diligent," a vessel of seventy or eighty tons, sent out to survey the coast, under Captain Knight. Shortly after his return, information was given that the "Diligent," accompanied by a tender under Captain Hutchins, had anchored at Buck's Harbor, about nine miles from Machias. Captain Stephen Smith, with a guard stationed there, surprised and took Knight a prisoner. The next day O'Brien in the "Liberty" and Foster in the coaster captured both the "Diligent" and the tender without loss. The prisoners were forthwith sent to Falmouth (now Portland), accompanied by O'Brien and Foster, who proceeded to head-quarters at Cambridge, where they were received by the Provincial Congress, and presented with the public thanks "for their courage and good conduct." These transactions were, it is believed, the first naval enterprises of the Revolutionary War. The "Liberty," Captain O'Brien, and "Diligent," Captain John Long, were immediately commissioned by the Provincial Congress, and cruised in the Bay of Fundy, where the "Liberty" captured soon after a brig laden with provisions.

During the first year of the war, the eastern Indians remained quiet. Their importance, however, as frontier allies was soon perceived. The political relations which had long subsisted with the Tarratines of the Penobscot were renewed and confirmed. The Passamaquoddy tribe had given indications of good will toward the Americans. Besides, the Marechites on the river St. John, and the Micmaes of Nova Scotia, sent a delegation of their tribes to Watertown, who entered into a treaty of alliance and friendship with the

government of Massachusetts, signed by ten of their chiefs, on the 19th of July, 1776. A truck-house was established at Penobscot, and another soon after at Machias, whence they received their supplies. The government also granted to the people of Machias the value of £170, in corn and rye, for their relief and encouragement. An immense advantage accrued to the inhabitants east of the Penobscot by the St. John and Passamaquoddy Indians joining with us instead of adhering to the enemy; for had they, under British influence, been set on to plunder our towns and settlements, the whole population, then but thinly scattered over the country, must have been destroyed. Great credit is due to the Indians for their strict and rigid adherence to our cause, although the commissary's department was at times destitute of clothing and provisions, as well for them as for our own troops. Several instances of individual courage and daring among them, well authenticated, are still preserved among their ancient traditions.

The British government had established Fort Cumberland at the head of the Bay of Fundy in 1755, and still maintained it; but the troops had been gradually withdrawn, and a small number only remained to take care of the artillery and military stores. Captain Jonathan Eddy, a native of Massachusetts, who had lived many years in the vicinity of the fort, and was sheriff of the county, conceiving that it might easily be reduced, applied to the Provincial Congress of Massachusetts for men and supplies for that purpose, but obtained nothing more than their connivance. He therefore returned to Nova Scotia, and by contributions first, and by persuasions, promises, and threats afterward, had the address to raise about one hundred and fifty men. At Shepardy Hill, he took a captain, sergeant, and fourteen men prisoners; and the third night afterward he took a vessel of one hundred tons, then lying aground, with six hun-

dred barrels of beef and pork, a ton of candles, fifty firkins of butter, and seven hundred new blankets, all intended for the garrison,—a part of which, however, were retaken. He then collected his whole force, with the addition of some of the St. John Indians, and attacked the fort in the night, September 27; but Colonel Gorham, the commander, having been re-enforced and apprised of the design, made a vigorous defence, killed several of the invaders, and completely repulsed the rest. Seldom is a defeat attended with more painful circumstances. Several of the inhabitants who had joined the assailants soon saw their houses in flames and their families in the deepest distress; and, finding no alternative but either to surrender at discretion to an enraged enemy or flee from the British territory, they chose the latter, and, leaving their families, took their route along the north shore, crossed the St. John River at Fredericton, thence to Schoodic and Machias, where they arrived half naked and famished, having been in the woods twenty-five days. Their families, who remained behind during a winter of severe suffering, many of them houseless and without the comforts or even the necessaries of life, were brought away the following spring, in a flag of truce. Eddy was afterward a colonel in the army; and the General Court in 1785 granted him and nineteen of his associates nine thousand acres of land at the head of the tide on the Penobscot, and the town incorporated there in 1811 was, in compliment to him, called Eddington.

Several of the refugees settled at Machias and Eastport, among whom were the late Colonel John Allan, of Lubec, and L. F. Delesdernier, Esq., who, it is believed, is the last survivor. Congress afterward, in consideration of their services and sufferings, made them liberal grants of land in the State of Ohio.

The next year, 1777, the eastern department underwent

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a revision. Machias was made the place of general rendezvous and head-quarters, and a garrison established there, and raised to a continental establishment. Colonel Allan was appointed general agent and superintendent, with the rank and pay of colonel; Mr. Delesdernier was appointed a lieutenant; and some of the Indians were also commissioned as officers. The garrison consisted of three hundred men, with two nine-pounders, one six-pounder, and the necessary stores. The late Stephen Smith, Esq., was appointed truck-master or commissary, and the place put into the best state of defence.

The expedition planned against Fort Cumberland and the general rendezvous established at Machias were measures which could not be concealed from the British admiral at New York; and, before the recruits had all assembled at Machias, he sent two frigates and an armed brig to frustrate the design. They arrived in August, and anchored at the Narrows, where they burned a tide-water mill and took a coasting sloop. At the forks of the river, they burned two dwelling-houses, two barns, and a guard-house. They then towed the brig and sloop to the mouth of Middle River, near where the bridge now is. Here a smart action commenced, which resulted in forcing the vessels to return with the loss of many men, as the narrowness of the river and the trees on its margin afforded shelter and good opportunity to pick off those who showed themselves on deck, with little danger to the assailants. Discouraged by the vigor and spirit of the resistance they met with, the squadron in a day or two left the place. Toward the close of the war, Mr. Delesdernier was decoyed on board an armed vessel, disguised as a trader, near Pleasant Point, and carried a prisoner to Halifax. On the 12th of June, Castine was taken possession of by the British, regularly fortified, and retained till the peace, though attempts were made to retake it. This

possession was, however, confined to the peninsula, and the command of the Penobscot by means of their fleet.

Hostilities being happily terminated by the acknowledgment of the independence of the United States, their eastern boundary was established by the definitive treaty of peace of Sept. 3, 1783, as follows: "By a line to be drawn along the middle of the river St. Croix, from its mouth in the Bay of Fundy, to its source, and from its source, directly north to the highlands, which divide the rivers that fall into the Atlantic Ocean from those that fall into the river St. Lawrence; comprehending all islands within twenty leagues of any part of the shores of the United States, and lying south of a line to be drawn due east from the point where the aforesaid boundary touches the Bay of Fundy, excepting such islands as then were, or theretofore had been, within the limits of the Province of Nova Scotia."

Although the river St. Croix had been the boundary line between nations as well as individuals, and the adjacent territory a subject of contention, negotiation, and reference for nearly two centuries, yet the location of the river, or the question, "Which was the true river St. Croix?" had never yet been settled or decided. But no sooner was the treaty concluded than the more definite settlement of the eastern boundary attracted the attention, not only of the State of Massachusetts, but of the Congress of the United States. Complaint of encroachments on our territory, south and west of the St. Croix, was made to the Old Congress on the 25th of December, 1783, even before the proclamation ratifying the treaty of peace was issued, which was referred by Congress to the government of Massachusetts, with a recommendation to ascertain the facts, make a representation thereof to the governor of Nova Scotia, and to request his interposition to prevent their recurrence. The governor of Massachusetts adopted the course recommended, and in

July, 1784, appointed Generals Lincoln and Knox to repair to Passamaquoddy, and there inform themselves what encroachments had been made on the territories of the said State. These gentlemen performed the duties assigned them, and reported that a very considerable number of British subjects had settled at a place called St. Andrews, on the eastern bank of the river Schoodic, which, in their opinion, was clearly within the limits of the State. They examined the three rivers emptying into the bay,—the Copscook, the Schoodic or Passamaquoddy, and the Macacadava,—and were decidedly of opinion that the latter was the true St. Croix.

John Mitchell, in a deposition, declared that he was appointed by Governor Bernard, in 1764, a surveyor, to repair to Passamaquoddy with Israel Jones, his deputy, Nathan Jones, commanding a party of troops, with an Indian interpreter, and ascertain from the Indians resident there the river known by the name St. Croix; that they pointed out a river about six miles north and about three degrees east of Harbor Letete, and declared on oath that it was the ancient and only river known among them as the St. Croix. They proceeded in their surveys accordingly, and returned three plans of the said river St. Croix and Bay of Passamaquoddy to Governor Bernard. Nathan Jones, in his deposition, confirmed the foregoing facts. This, it should be remarked, was nearly twenty years before the peace, and while the whole country was in the possession and the property of the British. Rufus Putnam, State surveyor, who had thoroughly examined the country, made a long communication to the government, and, after stating the facts and reasons at large, came to the same conclusion,—that the Macacadava was the true St. Croix.

The documents and evidences being forwarded to Congress, Mr. Jay, then Secretary for Foreign Affairs, in a report

made by him in September, 1785, recommended that "the Commonwealth of Massachusetts be advised by Congress to proceed without *noise* or *delay* to garrison such places in their *actual* possession as were most exposed." The same report also recommends to apprise the court of France of the disputes in question, as his most Catholic Majesty had by treaty explicitly and perpetually guaranteed the United States in all their possessions. Remonstrances were made to the governor of Nova Scotia on the subject, and negotiation with Great Britain resorted to, instructions being sent out to Mr. J. Adams, then our minister at the court of London, to call the attention of the British government to an early and definite location and settlement of the river St. Croix. On the 9th of February, 1790, a confidential message relative to the boundary question was transmitted to Congress by President Washington, accompanied by a mass of papers, occupying nearly forty closely printed pages. By the fifth article of the treaty, concluded Nov. 19, 1794, by Mr. Jay, provision was made for the appointment of commissioners by the respective governments to "determine and settle what river was the St. Croix," as mentioned in the treaty of 1783.

The commissioners on the part of the United States were Judges Howell and Benson, and on the part of Great Britain Colonel Thomas Barclay. The late Governor Sullivan, of Boston, and the late Judge Chipman, of St. John, were the respective agents. They met at Halifax in September, 1796, and proceeded thence to Passamaquoddy in the execution of their commission. In the river Schoodic, and opposite to the north-east corner of what is now Robbinston, they found an island corresponding in situation and aspect to the description given of the island St. Croix by L'Escarbot, Charlevoix, and other early writers, and where De Monts's party passed the winter in 1604. President Webber, late

of Harvard College, who accompanied the commissioner says: "Near the upper end of it were the remains of a very ancient fortification overgrown with large trees; that the foundation stones were traced to a considerable extent, and that bricks were found there. These remains were, undoubtedly, the relics of De Monts's fortification." It is a confirmatory circumstance that clay is known to have been found and used there at the first settlement. L'Escarbot says that "M. de Potrincourt, when at Port Royal in 1606, caused great quantities of bricks to be made, with which he made an open furnace."

On the 25th of October, 1798, they made their report, in which they decided that "the mouth of the river St. Croix is in Passamaquoddy Bay, at a projection of land called *Jo. Point*, about one mile northward from the northern part of St. Andrews Island, and in the latitude of $45^{\circ} 5' 5''$ north, and in the longitude of $67^{\circ} 12' 30''$ west from London, $3^{\circ} 54' 15''$ east from Harvard College." Then follows a description of a line up the river to its source, where they fixed a permanent landmark, now called the "Monument."

The decision is thus communicated to Congress by the President in his opening speech, Dec. 8, 1798: "The commissioners appointed to determine what river was truly intended under the name of the river St. Croix mentioned in the treaty of peace, and forming a part of the boundary therein described, have finally decided that question. On the 25th of October last, they made their declaration, that a river called Schoodic, which falls into Passamaquoddy Bay at its north-western quarter, was the true St. Croix intended in the treaty of peace, as far as its great fork, where one of its streams comes from the westward, and the other from the northward; and that the latter stream is the continuation of the St. Croix to its source. This decision, it is understood, will preclude all contention among individ-

ual complainants with regard to grants of land. A subordinate question, however, it has been suggested, still remains to be determined. Between the mouth of the river St. Croix, as now settled, and what is usually called the Bay of Fundy, lie a number of valuable islands. The commissioners have not continued the boundary line through any channels of these islands; and, unless the Bay of Passamaquoddy is a part of the Bay of Fundy, this further adjustment will be necessary. But it is apprehended that this will not be a matter of any difficulty."

It will, however, appear in the sequel that the President did not exercise his usual sagacity on this "subordinate question about which it was apprehended there would be no difficulty." Almost twenty years elapsed before it was adjusted; and the greater part of that time was consumed in discussions and negotiations between the two governments, — a delay productive in its results of much misery and loss of property to the inhabitants of Passamaquoddy.

In order to settle this question, which still remained at issue,—to wit, the title to and jurisdiction over these islands (together with the northern and western boundaries),—a convention was entered into between Great Britain and the United States on the 12th of May, 1803, by which the line between the mouth of the St. Croix and the Bay of Fundy was agreed upon, and is stated in the first article, as follows: "The line hereinafter described shall and hereby is declared to be the boundary between the mouth of the river St. Croix and the Bay of Fundy; that is to say,—a line beginning in the middle of the channel of the river St. Croix at its mouth (as the same has been ascertained by the commissioners appointed for that purpose), thence through the middle of the channel between Deer Island on the east and north, and Moose Island and Campobello Island on the west and south, and round the eastern part of Campobello to

the Bay of Fundy, and the islands and waters northward and eastward of the said boundary, together with the island of Campobello, situate to the southward thereof, are hereby declared to be within the jurisdiction, and a part of His Majesty's Province of New Brunswick; and the islands and waters southward and westward of the said boundary, except only the island of Campobello, are hereby declared to be within the jurisdiction and a part of Massachusetts, one of the United States." In the instructions to Mr. King, who negotiated this convention, is the following sentence: "The essential objects to be secured to the United States are the jurisdiction of Moose Island, and the common navigation of the bay, and of the channels leading towards the sea between Deer Island and the island of Campobello." The eighth article of this convention contained a provision for the settlement of the line from the Lake of the Woods to the nearest source of the river Mississippi; but, the Senate of the United States not approving of this article, the convention was not ratified.

Messrs. Monroe and Pinkney, on the 31st of December, 1806, concluded a treaty with the British government, in which the boundary line on the eastern frontier was agreed upon in nearly the same words; but President Jefferson, disliking some of the provisions contained in it, did not submit it to the Senate for their approval. Of course, the whole subject remained *in statu quo*, unsettled and undetermined.

Had the commissioners who decided which was the St. Croix continued the line between the islands to the sea, as they were urged to do by the agent of the United States, but which they declined "on an idea that their commission extended no further than to an authority to find the mouth and source of the river," or had the convention or treaty last mentioned been ratified, and so the title and jurisdiction settled over the islands, the capture of Eastport during the

late war would not, probably, have taken place ; or, if it had, it would have been restored shortly after the peace, and not retained for four years, while the title was under discussion. Great Britain always considered the islands in this bay as absolutely belonging to her ; and during a conference between the ministers of the respective governments for negotiating the late treaty of peace on Aug. 19, 1814, their ministers were asked by ours "what were particularly her views with respect to Moose Island, and such other islands in the Bay of Passamaquoddy, as had been in our possession till the present war, but had been lately captured. They were answered that those islands belong of right to Great Britain (as much so, said one of the commissioners, as Northamptonshire, an inland county in England), they would certainly be kept by her, and were not even supposed to be an object of discussion." However, under the fourth article of the treaty of Ghent, concluded Dec. 24, 1814, the title to and jurisdiction of the islands in the Bay of Passamaquoddy were submitted to two commissioners, Colonel Thomas Barclay on the part of Great Britain, and Hon. John Holmes on the part of the United States, who met at St. Andrews Sept. 23, 1816, opened the commission, and adjourned from time to time, from place to place, till Nov. 24, 1817, when they met in New York and made their final report and award,—“that Moose Island, Dudley Island, and Frederic Island, in the Bay of Passamaquoddy do belong to the United States,” and that “all the other islands in that bay, and the island of Grand Menan in the Bay of Fundy, belong to His Britannic Majesty, in conformity with the true intent of the second article in the treaty of 1783.” And on the 30th of June, 1818, General Miller on behalf of the United States, and Colonel Sargent on behalf of Massachusetts, received from the British a formal surrender of those islands, to the great joy of the inhabitants, who were relieved from

the operation of martial law, restored to the exercise of their civil rights, and made a component part of a great and prosperous nation.

In connection with the subject of jurisdiction over the islands in this bay, particularly Moose Island, I will refer to a letter from James Avery, Esq., then of Machias, and an officer of excise, to Governor Bowdoin at Boston, dated Aug. 23, 1785. Among other things, he says: "A few days ago, Mr. Wyer, high sheriff for Charlotte County, posted up advertisements on Moose Island, directing the inhabitants to attend courts at St. Andrews. This alarmed them, as they were threatened in case of their refusal, to be deprived of their estates. Since this matter has taken place, I was up at St. Andrews, and had a long conversation with Mr. Wyer, the high sheriff, Mr. Pagan, and other principal persons. They say they acted by the advice of Judge Ludlow (then chief justice of New Brunswick), who is of opinion that all the islands in the Bay of Passamaquoddy belonged to New Brunswick, and are determined to support their claim, and should the inhabitants refuse to obey their summons, they may depend on being punished." Persevering efforts were made to extend and exercise jurisdiction here. Constables and other officers were appointed by the Court of Sessions at St. Andrews; but I do not find that any offices were accepted or that any jurors attended, though required to do so. Summonses and other civil processes were sent here for service; and, to test the question, Mr. Samuel Tuttle was arrested, carried to St. Andrews, and there committed to jail (December, 1785). But he was steady and persevering in his refusal to submit to their authority, and after three days' confinement was discharged. Several instances occurred in which the sheriff from St. Andrews attempted to serve process here, even after the organization of this county; and once a personal *rencontre* took place between the

sheriffs of the two counties, relative to the exercise of their respective offices, in which the sheriff of Charlotte County reluctantly abandoned his purpose and retired. It appears by our town records that a town meeting was called on the 27th of July, 1801, "To consider on the situation we are in, respecting the dispute between Great Britain and the United States of America, in regard to the claims of jurisdiction on Moose Island, and to take such methods for an explanation as may be thought proper and expedient to quiet the inhabitants." No steps, however, appear to have been taken in consequence, as the article was passed over at the meeting. From this time, the question seems to have rested, so far as the people here took a part in it, or were affected by it, till the capture of the island, and the subsequent decision under the treaty of Ghent.

Two hundred and thirty years have now elapsed since this vicinity was first visited by Europeans with a view to permanent settlement.

Long anterior to the actual settlement of the Bay of Passamaquoddy,—which is an Indian name, signifying "pollock fish,"—its shores, rivers, and inlets had been frequented by fishermen, who found an ample remuneration for their labors in the abundance of their fare. Formerly, the fur-trade also had been a profitable one. But the hunters were so multiplied, and the destruction of wild game was so great in the northern woods of Maine, that it was found necessary to preserve by law the lives of those fine-furred animals at seasons when their coats were thin and their offspring young; and the General Court, by a law passed June 10, 1791, made it penal in the sum of ten dollars to kill or take any otter, beaver, mink, sable or marten, fisher or black cat, lucifer, musquash, or wolverene, from the 1st of June to the 1st of October. The extensive marshes bordering on the Narraguagus, Pleasant, and Machias Rivers, and even those

at the head of the Bay of Fundy, were much resorted to for the hay they afforded, which was transported to the westward. Lumber, both as an article of domestic consumption and for exportation, was early sought.

Machias, from "Mechises," the Indian name of the river, seems to have attracted considerable attention ever since its situation first fell under the eye of the visitants, whether French or English. In 1633, the Plymouth colonists established a trading-house there. The French attempted a settlement in 1644, and since that time. But the effectual settlement, or rather revival, of this plantation is traced to incidents which occurred in 1761 and 1762, when it was visited by people from Scarborough, for the purpose of cutting hay on the marshes. Mill sites were then selected; and in May, 1763, sixteen associates removed thither from Scarborough, and erected saw-mills on the west branch. In 1765, saw-mills were erected on the east branch by B. Foster and his neighbors. Before the year 1770, several others were erected on both branches, and one on the Middle River; and that year the township was granted to eighty individuals by name, so that the place soon rose into importance. It was incorporated in 1784, and is the oldest town east of the Penobscot River. The first minister of the gospel there was Rev. James Lyon, who commenced his labors in 1771, and continued nearly thirty-two years.* The late Judge Jones was an acting magistrate there, under King George III., prior to the Revolution.

The first grants of land east of Penobscot River made by Massachusetts were in 1762, of twelve townships, three of which, now Steuben, Harrington, and Addison, fell within

*He had a singular defect of vision, being unable to distinguish between the colors of black and red; and he once purchased a piece of scarlet cloth for the purpose of making himself a coat, thinking it to be black, until apprised by his wife that it would be a much more suitable uniform for a British officer than for a dress coat for a clergyman.

this county, and were conditional, but were confirmed in 1785. The whole island of Mount Desert, granted to Governor Bernard in 1762, had been confiscated. One-half, however, was restored to his son in 1785, in consequence of his unchanging adherence to the American cause during the war. An unexpected claim for the rest was made by the heirs of La Motte Cadillac, under a patent made to him by the French king, in April, 1691. It would have been too obsolete and antiquated to be regarded; but the government was so well disposed "to cultivate mutual confidence and the union between the subjects of His Most Christian Majesty and the citizens of this State" that the General Court first naturalized the petitioners, and then quit-claimed all the interest of the State to them, reserving only to actual settlers lots of one hundred acres each. The same year the General Court granted No. 3, now Charlotte, to the representatives of Captain William Tyng and his company, in consideration of their services and sufferings during a dangerous pursuit of the Indian enemy, upon snow-shoes, in the first winter of Queen Anne's War, in 1704. In 1786, fifty townships between the Penobscot and Schoodic, being about eleven hundred thousand acres, were disposed of by lottery, every ticket at £60 drawing a prize of from half a mile square to a whole township. Among these were the towns of Cooper, Alexander, Crawford, and others in the eastern part of this county.

In 1782, Courts of Common Pleas were established in the several counties in Massachusetts, with jurisdiction of all actions above forty shillings, which two years afterward was enlarged to four pounds. There being then but three counties in Maine, the nearest court was at Pownalborough, now Wiscasset. About this time, the people eastward of the Penobscot petitioned the General Court to enlarge the jurisdiction of justices of the peace among them to £10, and to

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establish the usual County Courts in that quarter, with the right of appeal to the Supreme Court at Boston. The records of the Supreme Judicial Court were all kept at Boston till the year 1797, when they were distributed to the several counties.

The county of Washington was organized in the spring of 1790, with a Court of Common Pleas at Machias, which sat twice a year for three years, after which there was but one term annually till 1807, when a second term was added.

In 1783, the Supreme Court was held once a year in each of the counties of York and Cumberland. In 1786 a term of that court was established at Wiscasset, in 1800 at Castine, and in 1821 at Machias. There were probably not so many inhabitants in the whole county of Washington at its organization in 1790 (being 2,758) as there are now in the town of Eastport.

The question of the separation of Maine and Massachusetts was first agitated in 1785. To aid the object, the *Falmouth Gazette* was established at Portland, being the first newspaper printed in this State. But the project was opposed both by the governor and General Court, and was abandoned in 1787, on finding that the votes were only 349 in favor and 645 against it. It was revived again in 1816, when the votes were for it 11,969, and against it 10,347, which not being five-ninths of the whole number given in, it did not prevail. It was again called up in 1819, when the votes were: yeas, 9,959; nays, 7,132. A convention was called on the 11th of October, and a constitution formed, which being afterward approved by the people, Maine became a separate State on the 15th of March, 1820. The votes in this town, in 1819, were for separation 147, and against it 5. The town did not act at all in the former trials.

The oldest city in New England, if not in the United

States, was in the State of Maine. The settlement at Agamenticus, now the town of York, was made a city March 1, 1642, with a mayor, recorder, twelve aldermen, twenty-four common councilmen, and other officers. Winthrop, in his Journal, contemptuously says they have "lately made Agamenticus, a poor village, a corporation, and a tailor their mayor." In 1644, a woman was tried in the mayor's court for the murder of her husband, condemned and executed. The city lasted about ten years, under the name of "Georgina," when it was changed to a town by the name of York.

The earliest permanent settlement in this bay was made on Campobello, at Harbor de Lute, or Otter Harbor, as the name imports, prior to the Revolutionary War, by the Campobello Company and a considerable trade was carried on there. St. Andrews was settled about 1784, principally by Loyalists from the United States.

Eastport, Moose Island, is situated in the Bay of Passamaquoddy between the mainland, on the westward and southward, and the British islands of Deer Island, Indian Island, and Campobello, on the northward and eastward. It lies south-east and north-west, is four and a half miles in length from the salt-works to the bridge, and it nowhere exceeds one mile and a quarter in breadth. The exterior form is extremely irregular; and its surface is diversified with swells, hills, and valleys, containing about nineteen hundred and ten acres. It is the smallest town in territorial extent in the State. The village is pleasantly situated on the southerly and easterly part of the island facing the harbor, which is safe and capacious, being entirely land-locked. It presents a fine view, particularly in approaching it from the eastward. There is a regular ascent from the water to the rear of the village. From the garrison on Fort Hill are presented some delightful views and landscapes for the pencil

of the painter as well as for the admirers of nature. All vessels arriving and departing are seen to great advantage, and the many islands scattered over the bay add greatly to the beauty of the scenery. Todd's Head, so called, is the easternmost point of land in the United States.* The temperature is variable, subject to frequent and sudden changes; and in summer, particularly, the air is humid. It is about ten degrees warmer in winter and cooler in summer than it is at Dennysville or Calais, probably owing to its insular situation and prevalence of foggy weather. It is healthy, nor is there any disease peculiar to this part of the country. The great mass of the population is at present under middle age, but there are many instances of longevity among our predecessors. It is believed there are now living about eighteen persons who were heads of families here in 1800. Of these, three are widowers, five widows, and there are five instances in which both the husband and wife are living. The annual number of deaths, including casualties, is believed to be from seventy to seventy-five.

The earliest settlers of Eastport were principally fishermen from Lynn, Marblehead, Cape Ann, Newburyport, Portsmouth, and its vicinity, who located themselves on Moose Island for greater convenience in taking and curing fish, about the close of the Revolutionary War. Of the settlers prior to the year 1790, very few remain; and they are tottering under the weight of years. It is worthy of remark that, almost without exception, they attained to a great age, most of them beyond threescore and ten, and several more than fourscore. Mr. Shackford and Mr. Tuttle came here in the fall of 1783, when there were but five families on the island, and it is believed still fewer at Lubec.

*This statement, though in accordance with the general belief at that time, is an error. West Quoddy Head (Indian name Cheburn), in Lubec, which was originally a part of Eastport, is the real eastern outpost of our country, being more than a mile further east than Todd's Head.—K.

In 1790 there were about twenty-one or twenty-two families on the island; and the settlers up to that period, and even later, were citizens of the United States, with one or two exceptions.

The settlement on the main, now Lubec, was somewhat later, and by a different class of persons, being cultivators of the soil, and resorting to boat-fishery to supply the deficiency of their agricultural pursuits. They were from Lynn, Goldsborough, and the vicinity of Castine.

There were also several families from Cumberland, at the head of the Bay of Fundy, who, after the unsuccessful attack on the fort there, abandoning their homes, property, and friends, joined the colonies in the war for independence. Two of these yet survive. The rest have descended to the grave. The survivors are L. F. Delesdernier, Esq., and Captain Benjamin Reynolds, each aged eighty-two years.

The history of land titles in Eastport and Lubec is different from that of any town in the county, and probably in the State. Most of the townships in the State, especially since the grant of large tracts, one hundred and fifty to two hundred years ago, have been granted to individuals, to companies, or to literary institutions, and fifty disposed of by lottery. The township No. 8, now Eastport and Lubec, had never been disposed of by the State; and the settlers for the first ten or twelve years were what are usually called squatters,—that is, persons entering upon and occupying land to which they have no title, nor any agreement with the owner to purchase, and without his consent.

By a resolve passed by the General Court, June 18, 1791, a committee of five persons was appointed to lay out the whole township into lots of one hundred acres each (which was done by Mr. Solomon Cushing, between that time and 1809 or 1810, in six divisions), so as best to include the improvements of each settler. And the land agents gave a

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deed of a lot to each, on payment of five dollars (and the expenses of the survey), and afterward, by subsequent resolves, to later settlers; then to their sons, and to others so late as 1810 or 1812, on payment of the same sum and interest. These deeds were given in pursuance of certificates granted by the land committee here, so that the title to all the lands in Eastport and Lubec is derived directly from the State to individuals, except a few lots in Lubec, which were not taken up, and which were sold at auction by the land agents of Massachusetts and Maine, after the separation. Moose Island, being the first division, was surveyed and run out into twenty-four lots. One only of the original lots remains entire; and that is still in the hands of the original grantee, Jacob Lincoln.

It is justly a matter of surprise and regret that the streets in the town are so irregular and contracted, and so ill-adapted to the wants and conveniences of the inhabitants. The reason to be assigned for it is probably this: that the early settlers did not look, prospectively, to the growth and improvement of the town, and did not anticipate its future size and population. They consulted convenience in selecting places for the prosecution of their business rather than order and regularity in laying out the town. A log-house erected at a small expense, and perhaps a smoke and fish house to cure their fish, claimed their first attention, and sufficed for them. Their object seemed to be present personal convenience; and they built as that convenience required, without looking to the future, till the land, especially near the shore, became so valuable that it could not be obtained for the public accommodation. Besides, they thought of no other mode of conveyance or travelling than by water. Then boats comprised, or were rather substitutes for, horses and carriages of every description; and I well remember the surprise, curiosity, and even fear excited by a horse that was

brought on the island in 1804.* Foot-paths through the woods or stumps were the only communication by land, or substitute for highways. The road from the bridge to Denysville was laid out about 1806. I was the first person who went to Machias, the whole distance by land, in August of that year. The road to Robbinston was opened two or three years later. Before that, it was necessary to go on the beach by the shore.

The first road laid out in Eastport was in 1799, nearly twenty years after the first settlement; but it was done in so vague and indefinite a manner that it would be impossible to say where it was. The return of the road, as made by the selectmen, reads thus: "Beginning at Mr. James Cochran's spring, between Captain Prince's house and the house Mr. Henry Waid now lives in, and running northerly between said Cochran's house and his old hovel, and just to the westward of Mr. Samuel Tuttle's barn, through the corner of his potato field, to the west corner of Mr. Shackford's field — through Mr. Shackford's field west of the new fence — through Mr. Boynton's and Mr. Henry Poor's land to the notch in Mr. William Clark's mountain, so called — through said notch," etc., to the upper end of the island. The next was Water Street, from Mr. Shackford's to Mr. Todd's north line (near the poorhouse), in October, 1803, twenty-four feet wide. Boynton Street was laid out in 1804, Key Street in 1805, Washington Street in 1807. Gates and bars were suffered to remain across the roads till the spring of 1808, when, by a vote of the town, they were ordered to be removed. There are now about twelve miles of roads and streets in the town, covering about fifty-nine acres.

* Samuel Jones, of Robbinston, swam his horse across the channel from Pleasant Point to Carlow's Island, and rode along the bars and beaches and through the woods to town. The late O. S. Livermore told me of his going with other children to see the strange animal in a barn, and that one little fellow, who saw Mr. Jones pass, ran home shouting to his mother, "There goes a man sitting on a cow that ain't got any horns."—K.

A gradual and, at certain periods, a rapid increase in wealth and population has taken place from the first settlement. The plantation No. 8 was incorporated into a town by the name of Eastport in February, 1798, and included Lubec, which was set off as a separate town in June, 1811. It is the fifth town incorporated in the county. There are now thirty towns. The number of families in 1785 was ten or twelve, and the number of inhabitants about seventy-five. In 1790 there were about twenty-one or twenty-two families on Moose Island, and twelve to fifteen on the mainland, and 244 inhabitants, having more than trebled in five years. In 1800 there were 563, having more than doubled in ten years; in 1810, 1,511 having almost trebled in ten years. In 1820, Eastport had 1,937, and Lubec 1,430, making 3,367, more than double in these ten years. In 1830, Eastport had 2,450, and Lubec 1,535, making 3,985,—exhibiting a gain, in the last ten years, of seven and one-third per cent. in Lubec, and of twenty-six and one-half per cent. in Eastport.

About ten or twelve years elapsed before a framed dwelling-house was erected in the town. The first was built by a Mr. Curry, near where the Widow Herrington now lives, but was soon taken down. The next was built by Mr. Shackford, and was standing till very recently. The oldest house now standing is believed to be in Water Street on the bottom of Boynton Street. The first two-story houses were those built by Captain Leavitt, by Mr. Buckner's, and by Colonel Shead, now Mr. Nathaniel Buckner's, in the year 1802; the next by Mr. Earl, now Mr. Jacob Gould's, and by Mr. Hayden in 1805; the fifth by Judge Burgin, now General Peavey's, in 1807.*

*The Hayden house has been modernized by General S. D. Leavitt, who now owns and occupies it; and the changes in the Shead house by its present owner, Mr. E. A. Holmes, have nearly destroyed its identity. None of the other houses mentioned are now standing.—K.

There are no data to show the progressive improvements and cultivation of the land, either as to the manner or quantity. The valuations of 1800, 1810, and 1820 for State purposes cannot be found.

The account of property, as taken in the summer of 1830, for the State valuation, states it to be 126 acres of tillage, yielding 15 bushels of corn, 530 of oats, and 9,636 bushels of potatoes; 358 acres of mowing, producing 304 tons of hay; 482 acres of pasturage, 218 of wood-land, 488 of unimproved land, 139 acres of waste or unimprovable land, and about 40 acres in house lots, gardens, etc.; 209 dwelling-houses, 72 barns, 34 stores and shops, 11 warehouses, 2 brick-yards, 1 ship-yard, 117,530 superficial feet of wharf, 45 horses, 25 pair of oxen, 150 cows, 23 young cattle, 101 sheep. There are now about fifteen dwelling-houses standing, of those built thirty years ago.

Great attention has been bestowed on the subject of education. Primary instruction in our schools has been an object of paramount consideration, and carefully attended to by the inhabitants, to the full extent of their ability. The town was early divided into school districts, of which there were three on Moose Island. The inhabitants on the mainland objecting to raise much money by the town for schools, as they could not be much benefited by it, owing to their thin and scattered population, application was made to the General Court for power to raise money by the districts on Moose Island, for the support of schools, in addition to the sums raised by the town, which was granted by an act passed Feb. 28, 1807, the first of the kind ever passed, but which has since been followed by many similar ones in different parts of the State. There are four public school-houses in the south school district, which embraces all that part of the town southward of the old burying-ground; and money has been raised for building a fifth. There are also

four private school-houses, besides the two in Trescott Hall, where instruction is given in the higher branches of education, to youth of both sexes, separate from each other. But all these are inadequate to the accommodation of the scholars, and several rooms in private houses are occupied as places of instruction. The number of scholars between the ages of four and twenty-one is in the north district, 70; in the middle district, 84; in the south district, 970, making a total of 1,124.

Connected with the subject of education, I would mention the Eastport Athenæum, now an incorporated institution,* commenced about thirteen years since by a few young men, who associated for the purpose of procuring some of the best periodical publications of the day, as well as standard works of literature and taste, under the name of the "Club." Their numbers soon increased, and there are now about forty members, with a well-selected library of about nine hundred volumes, which is annually increasing; and a considerable number of elegant and spirited engravings adorn their room. It is highly creditable to the proprietors and beneficial to the public, by diffusing information and creating a taste for reading in the community.

There are two printing-offices, one established in 1818, the other in 1828, each of which has since issued a weekly newspaper;† and, connected with one of these a reading-room, where may be found papers printed in most of the States in the Union.

In 1794, a house for public worship was erected by a few individuals, at the bend of the road, a little north of the burying-ground, and religious instruction given there till

* This extensive collection of books, with the exception of a few volumes which are now in the Eastport Public Library, was destroyed in the fire of 1864.—κ.

† The Eastport *Sentinel*, established in 1818, is still published. But the *Northern Light*, started in 1828, after a few years was transferred to Calais, and absorbed by the *Frontier Journal*, which was discontinued several years later.—κ.

1814,—not, however, permanently, but by missionaries and itinerant preachers; and, for a number of years, probably one-half the hearers were from the mainland and neighboring islands. On the 21st of August, 1800, a town meeting was held, “to see if the town will agree to give Mr. James Murphy, of Steuben, a call to settle in said town as minister of the gospel, and maintain him by a town tax.” The vote on the question was in the negative.

In 1807, an association of eighteen persons, without regard to theological differences of opinion, purchased a lot of land where the Baptist meeting-house now stands, and procured material for a large house of public worship; but the passage of the embargo laws in the winter of 1807-8 defeated the object, and the materials were disposed of. In 1811, a similar association purchased the land where the Unitarian meeting-house now stands, and agreed with a Mr. Hovey to erect a house there in 1812. The house was framed at Machias, and nearly prepared for raising; but the declaration of war in June, 1812, again defeated the object. The Unitarian and Free-will Baptist meeting-houses were erected in 1819; the Baptist house, in 1820; the Central meeting-house and Roman Catholic chapel, in 1828.

The Rev. Hosea Wheeler was settled over the Baptist church and society Oct. 9, 1822, and died Jan. 27, 1823. The Rev. Charles Robinson was ordained over the Unitarian society Oct. 30, 1822, and dismissed by mutual consent April 5, 1828. The Rev. Wakefield Gale was ordained over the Central church and society Feb. 19, 1829. The Rev. Edward H. Edes was ordained over the Unitarian church and society Nov. 15, 1832. The two last named still continue their pastoral relations. There has been no other settled minister in the town. The other societies are usually supplied from year to year, or by missionaries, without a permanent settlement.

The oldest church is the Baptist, organized Aug. 8 1798, and has about one hundred and fifteen members. The other Baptist church was organized April 30, 1816, and has about one hundred and fifteen members; the Central church, Feb. 8, 1819, and has about sixty-seven members; and the Unitarian, the 25th of February, 1821, and has about forty members.

No documents remain to show the expenditures or expenses of the plantation, prior to the incorporation of the town, or, indeed, the amount raised or expended for any purpose till the year 1799. In that year, it was voted to raise \$50 for powder and camp equipage, \$13.60 for sealed weights and measures, and \$30 for expense of town officers, etc. In 1800, \$50 was voted for town charges. For ten years after the town was incorporated, all bills against the town were examined, and allowed at the annual town meetings. In 1801, the amount allowed was \$15.91, which included \$8 for recording births and deaths; in 1802, \$16.78; in 1803, \$82.49, including \$35 for one pauper; in 1804, \$63.33, including \$24.48 for one pauper; in 1805, \$111.64, including \$68.14 for poor; in 1806, \$83.68, including \$28.93 for one pauper. In 1807, the total was \$125.04; and in 1808, \$117.42. These sums included all but what was raised for roads, schools, etc. In 1810, 17½ per cent. discount was allowed to those living on Moose Island, and 37½ per cent. to those on the main, on payment of their taxes within thirty days.

The annual State tax for this town, up to 1800, was \$20; thence to 1810, \$78.66; from 1810 to 1820, \$120.89. Since the separation from 1820 to 1830, the average has been \$390.42; and, since 1830, \$327.87 annually. The annual average of the county tax up to 1820 cannot be ascertained with any degree of accuracy. From 1820 to 1830, the lowest was \$507.34, the highest \$931.92, and the annual

average \$665.85. During these ten years, this town paid more than one-sixth part of the whole county taxes. Since 1830, the annual average has been \$481.09. The ratio has increased from one-fourth of one per cent. to \$1.0097, or nearly two per cent. on the valuation or inventory, besides the poll-taxes. For the last fifteen years, the lowest tax assessed on the town was \$3,776.02, the highest \$7,498.04, exhibiting an aggregate of \$78,652.59, and an average of \$5,243.50 for each year. These sums, however, do not include what is paid for the support of the ministry, for private schools, and the great variety of other purposes for which money is voluntarily paid or contributed, and which probably amounts to an equal sum.

The state of political feeling was very fluctuating for several years after the incorporation of the town. The first vote was for State officers in April, 1799, when Strong, the Federal candidate, received the whole twenty-eight for governor; in 1800, Strong eleven, and his opponent, Gerry, twenty-nine. In 1801, Strong received the whole forty-four; in 1802, Strong twenty-two, and Gerry nine. In 1803, Strong received the whole forty-six; yet in November of the same year the votes for elector of President were thirty to five on the other side. Again, in 1804 Strong received the whole thirty-eight; in 1805, Strong twenty-three, Sullivan thirty-two. In 1806, Strong and Sullivan each twenty-seven. From 1807 to 1813 there was a Democratic majority, nearly as three to two. In 1814, Strong had sixty-eight votes, one more than his opponent, Mr. Dexter. The highest number of votes given was in 1812, being one hundred and seventy-three. Eastport was first represented in the legislature of Massachusetts in 1807 by Colonel Shead, and again in 1809 and 1810; in 1811, by Messrs. Shead and Delesdernier; in 1812, by Messrs. Delesdernier and Leland; in 1813, by Mr. Weston; and, in 1819, by Mr. Bartlett.

The town has not been exempt from loss of property and life by fire, though it has suffered less than might have been expected from its exposure to that element. The first building burned was a log-house, near the late Mr. Kendall's, in which a child of the late Mr. Waid was burned. The next was the house of Joseph Prince, Esq.,* on the site of the one occupied by Mr. Rice at the salt-works, in which Mr. Prince and two of his children were burned (February, 1803). The rest were the guard-house, in the winter of 1814 or 1815, in which two soldiers were burned; the stores of the late Mr. Kendall and the large one of Mr. Hathaway; the houses of Mr. Bowman, Mr. Norwood, Mr. Whitney, Mrs. Trask, Mr. Pote, and of S. Bucknam, Esq., also a school-house standing on the site of the large one in High Street. The aggregate loss of property by fire is estimated at about \$12,000 to \$15,000.

The records of the town present some singular entries. At a meeting held in 1798, it was "voted that money should be raised for procuring powder, balls, flints, and camp-kettles, agreeable to law, for the militia and defence of the town." "Voted, there shall be sixpence in the pound allowed the collector, receiving and paying such money, as comes into his hands for taxes." But no money was actually raised during the year for any purpose whatever. At the same meeting, the record proceeds, "a letter was presented to the moderator from the foreman of the grand jury, informing the selectmen that a presentment had been made against the town for neglecting to procure ammunition, etc., according to law. After some conversation respecting the subject, it was voted that the selectmen answer the letter in behalf of the town, and that the inhabitants view it as an insult that any such presentment should be made in so short

* Mrs. Prince and two little girls escaped. One of the latter became the wife of Ebenezer Everett, Esq., of Brunswick, Me.; and their son, Rev. C. C. Everett, D.D., is Dean of the Theological School of Harvard College — K.

a time after incorporation, when every exertion had been made to furnish such requisitions, some of which are actually laid in; and that this sentiment of the inhabitants should be entered upon the records." On the same day is the following entry in the records: "The Selectmen called upon the meeting to bring in their votes, when upon their being sorted and counted, the candidates and votes stood as follows, viz., Henry Dearborn thirty votes, Silas Lee no votes; when the Selectmen proclaimed Henry Dearborn a majority of the town." But no mention is made of any office. Again, the record of another meeting is as follows: "The wind being violent and boisterous prevented the meeting at the time appointed, on motion and seconded, Mr. Oliver Shead was chosen moderator," etc. I will make one more extract of some interest from the records. From 1800 to 1810, inclusive, there were one hundred and eighty-one couples published, being an average of sixteen and one-half couples each year. From 1810 to 1820, two hundred and twenty-seven couples; average, twenty-two and seven-tenths. From 1820 to 1830, three hundred and thirty-seven couples; average, thirty-three and seven-tenths. For the last three years, one hundred and thirty-five couples; average, forty-five,—making a grand total of eight hundred and eighty couples.

A bridge connecting Moose Island with the mainland at Perry was built in 1820. Its length is upward of twelve hundred feet, and it cost \$10,000. A second, connecting the island with the main at Pleasant Point by Carlow's Island, built in 1832, is about nineteen hundred and two feet in length, and cost \$10,000.

Fort Sullivan was built in 1808, under the superintendence of the late Major Trescott; and a company of United States troops were first stationed here in the spring of that year, under the command of Captain Swett. Large additions

were made to the works by the British, after the capture of the island. Many of these additions have, however, since been removed.

A post-office was established at Passamaquoddy in 1794, and Mr. Delesdernier appointed postmaster, who kept his office at the Narrows (Luke Point). The mail then came once a fortnight. It was necessarily brought on foot, and the carrier's coat-pocket answered all the purposes of a modern mail-bag. That office was discontinued in 1805. A post-office was established on the island in 1802, and Colonel Shead appointed postmaster. The mail then arrived weekly. In 1813 it arrived twice, in 1821 three times a week, and in 1833 daily.

Extensive salt-works were established at the southern extremity of the island in 1828, where are manufactured more than one thousand bushels of salt daily from the mineral, imported in its crude state. These works give employment to a great number of hands, and circulate a very considerable amount among the laboring class of the community.

The district of Passamaquoddy was established in 1790, and L. F. Delesdernier (who had previously been naval officer under Massachusetts) was appointed collector. On the 1st of July, 1803, it was made a port of entry for foreign vessels. In 1804 there were only three vessels owned in Eastport, then including Lubec, altogether about eighty-five tons. In 1810, the number of vessels or tonnage cannot be ascertained. In 1820, the number of vessels is not known; but the number of tons was six hundred and twenty-three. In 1830 there were twenty-eight vessels, exceeding three thousand tons. After the island was given up by the British, in 1818 to 1830, and chiefly within eight or nine years of the last date, there were built on the island twenty-one vessels, measuring twenty-two hundred and eight tons and averaging one hundred and five tons each; and in other

parts of the district, in the same period, twenty-six vessels, measuring thirty-eight hundred, averaging one hundred and forty-six tons each,—in all exceeding six thousand tons. During the last three years there were built in the whole district forty-two vessels, averaging one hundred and fifty-one tons each, making an aggregate of six thousand three hundred and sixty-one tons. On the 1st of January last there were permanently registered, enrolled, and licensed in this district three ships, sixteen brigs, eighty schooners, nine sloops, one steamboat, making in all one hundred and nine vessels and ten thousand one hundred and eighty tons. It will be a matter of surprise to many to learn that, with all the trade and business of the place, only three vessels entered here from any foreign port or place, except the adjoining British provinces, till after July, 1821. These were the sloop "Sumner," in 1804 or 1805, from the West Indies, with rum, sugar, &c.: the brig "Eliza Ann" from Cadiz, in 1816, in ballast; and the British ship "Protector" from Liverpool, in 1820, with salt.

Since 1821, the foreign trade has greatly increased. The following table exhibits the number of entries at the custom-house, and the tonnage, both of American and foreign vessels, for the last ten years, the most part from the provinces, the remainder from Liverpool and the West Indies:—

Years.	American Entries.	Tons.	Foreign Entries.	Tons.	Total Entries.
1824	139	7,333.12	5	913.74	144
1825	180	9,777.70	16	1,362.27	196
1826	237	18,107.03	49	2,357.54	286
1827	169	9,794.08	24	2,153.72	193
1828	164	10,957.24	8	2,374.47	172
1829	161	13,764.27	12	3,452.86	173
1830	228	17,651.50	182	13,334.18	410
1831	30	3,800.87	886	56,076.90	916
1832	44	3,773.76	1,090	66,987.76	1,134
1833	35	3,957.49	1,784	108,659.07	1,820

The great decrease of the number of entries of American vessels, and the still greater increase of British vessels, is owing to the admission of the British vessels on the same terms as our own, which commenced October, 1830. During the last year, the foreign arrivals at Portland were one hundred and sixty-seven, at Boston one thousand and sixty-seven, at New York one thousand nine hundred and twenty-five.

There are two periods in the history of Eastport which seem to require a more particular notice. I refer to those of the embargo laws and the late war.

The embargo law passed Dec. 22, 1807, which put a stop to foreign trade, and was succeeded by four others, each increasing the restrictions till April, 1808, when the coasting trade was almost annihilated. It was at first supposed that its operation would be extremely prejudicial to the trade and interests of the place. The facilities offered for exporting property across the lines, and thereby evading the law, were very great. Consequently, immense quantities of breadstuffs and provisions were brought here before the enforcing act, as it was called, passed. Thirty thousand barrels arrived here in one week, and the estimate of one hundred and fifty thousand barrels in about two months is thought to be below the actual quantity piled on wharves, etc. Notwithstanding the vigilance of the officers of the customs, the whole was transported across the lines. Many thousand barrels were carried to Indian Island and Campobello, at \$1 a barrel. It had a very bad effect on the morals and habits of the people. It lowered the standard of morals, and introduced some vicious habits, which often attend sudden acquisitions of property. The transactions of that period gave importance to the place abroad, and a celebrity and reputation of a character somewhat suspicious, if smuggling and illicit trade be taken into consideration.

But the event most distressing in its operation and most injurious in its consequences was the capture of the island by the British. War was declared June 18, 1812; and the news of it, which reached here in about a week, occasioned a general panic. About one-third of the inhabitants left the island in the course of a few days; but two years having elapsed, and a good understanding maintained with our neighbors on the British side, it was hoped that we might escape the more immediate calamities of the war. On the 11th of July, 1814, a fleet was seen coming round Campobello by Head Harbor, which at first was supposed to be a fleet of merchant-men or timber ships, bound to St. Andrews under the convoy of a frigate. When arrived as far as Indian Island, a sloop of war was despatched ahead, with a flag of truce. A boat landed from her with an officer, who repaired to the fort with a summons to surrender; and five minutes were allowed the commanding officer (Major Putnam) to consider, and accept or refuse the terms offered. That term having expired, the officer returned on board. The colors were hauled down, and the place was surrendered. In the mean time, the vessels, about ten in number, including the "Ramillie" seventy-four, a sloop of war, a brig, and two or three armed schooners, with the transports for the troops, anchored off the town, in commanding situations, to commence the attack, should it become necessary. The American troops (about sixty-five) marched out of the garrison in rear of the officers' quarters, and grounded their arms. The officers were paroled, and the men sent prisoners of war to Halifax. The naval force was commanded by Sir T. M. Hardy; and the land forces, consisting of the One Hundred and Second Regiment, and a detachment of the artillery and engineers, by Colonel Pilkington. The troops were immediately set to work on the fortifications, which were greatly enlarged: and they con-

tinued till the frost prevented them in December, and, being without barracks, were obliged to live in tents till some time in January. The real estate of non-residents was taken possession of, and occupied by the officers and troops. Private property was generally respected.

For four years, all civil process was suspended, martial law was the only law in force, and citizens as well as soldiers were subject to its operation. All suits and complaints were heard and decided in a summary manner by the commanding officer, whose decision was final, and the debtor or delinquent turned over to Sergeant Crook, the town sergeant, or to the guard-house, till the debt or fine was paid. There was none of the law's delay, whatever there might be of its uncertainty or injustice in the decisions.

At the time of the capture there were in the custom-house bonds for duties for many thousand dollars, which fell into the hands of the captors. The payment of these bonds they endeavored to enforce against the obligors, among whom were the principal merchants of the place. The last of March, 1815, the marshal came from Halifax for the purpose of arresting them; but, by a timely flight, all but one escaped. These *refugees*, having large interests at stake which they were unwilling to abandon, and under the uncertainty of what might be the decision as to the title and jurisdiction of the island, commenced business at the point in Lubec, which was then a forest, and but one house (Mr. D.'s) within a mile of the Narrows.* The village grew up rapidly; and three and a half years afterward, when the island was restored, it had acquired so firm a hold as to compete with Eastport for the trade of the district. This competition between the two places was essentially injurious to both.

* This endeavor to enforce the payment of the duty-bonds was the sole cause of the settlement at Lubec Point.

It would probably have been more beneficial to the trade of Passamaquoddy, and a saving of money, eventually, if the whole capital vested in real estate at the Point when the island was restored had been abandoned and lost, and the undivided and combined operations of the whole commercial community concentrated here.



CHAPTER II.

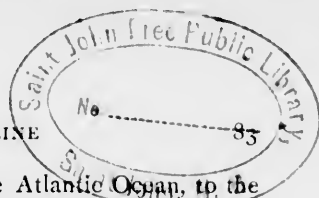
THE STORY OF THE BOUNDARY LINE.

BY W. H. KILBY.

THERE is a descriptive name which, though rarely heard in these days, was in common use in the early years of the century in this community, and in other parts of the country in describing this section. In Western Maine or Massachusetts, a person coming to this region was said to have gone down to "The Lines"; and here in our streets one was continually hearing of vessels being discharged, or smugglers caught, off on "The Lines." These lines, or rather this line, was the boundary which, starting at our very doors, and then stretching away northward, divides the territory of the United States from that of the North American dependencies of Great Britain; and it is the purpose of these sketches to trace the history of this boundary line.

The treaty of peace which closed the Revolutionary War was negotiated at Paris on the 23d of September, 1783, between the representatives of the United States and those of Great Britain, of which Article 11 reads as follows:—

"And that all disputes which might arise in the future on the subject of the boundaries of the United States may be prevented, it is agreed and declared that the following are and shall be their boundaries—viz.—from the northwest angle of Nova Scotia—viz.—that angle which is formed by a line drawn due north from the source of the St. Croix River, to the highlands, along said highlands which divide those rivers which empty themselves into the River St. Law-



rence, from those which fall into the Atlantic Ocean, to the north-western head of Connecticut River." (Then follows a description of the line along the forty-fifth parallel; through the great lakes, down the Mississippi, the other side of which it will be remembered was French territory; through the Gulf of Mexico to the Peninsula of Florida, the southern part of which belonged to Spain, and across to the head of St. Mary's River.) "Then down along the middle of St. Marys River to the Atlantic Ocean, east by a line to be drawn along the middle of the River St. Croix from its mouth in the Bay of Fundy to its source, and from its source directly north to the aforesaid highlands which divide the waters that fall into the Atlantic from those that fall into the River St. Lawrence, comprehending all islands within twenty leagues of the shores of the United States, and lying between lines to be drawn due east from the points where the aforesaid boundaries between Nova Scotia, on the one part, and East Florida, shall respectively touch the Bay of Fundy and the Atlantic Ocean, excepting such islands as now are or have heretofore been within the limits of the Province of Nova Scotia."

In the light of subsequent history, we can see how futile were the expectations that the carefully worded provisions of this treaty would prevent disputes in relation to the boundaries of the United States, as the preamble of this section so fondly hopes. The short eastern frontier ran through a comparatively unknown region; and in its description the arbitrators seem to have packed a perfect Pandora's box, full of the elements of discord and strife. Which was the true St. Croix? Where was its mouth, and where its source? What islands within twenty leagues not already included in the limits of Nova Scotia? Where were the highlands which divide the waters emptying into the river St. Lawrence from those which fall into the Atlantic Ocean? And especially

where was that *ignis fatuus* of diplomacy, the north-west angle of Nova Scotia, which nobody ever put foot or finger upon, and never could be found? Disputes upon these points began when the ink upon the treaty which described them was hardly dry, and continued through interminable contention and debates, whole libraries of correspondence and reports, several diplomatic conventions, and one real and one bloodless war, until — nearly threescore years from the beginning — Mr. Webster in 1842 concluded the Ashburton treaty, which closed the last item of dispute, and fixed the boundary line as it now stands.

The story of the early French discovery of this region, and the first attempts at settlement, is familiar to most readers of history, and needs only to be briefly noticed here. An expedition set out from Havre-de-Grâce in France on the 7th of April, 1604, under the command of Sieur de Monts; and of this Samuel Champlain, whose memory is preserved in the lake which bears his name, which was discovered on a later expedition up the St. Lawrence, was pilot. Crossing the Atlantic, they sighted Sable Island on the 1st of May, and, after touching at various places on the shore of Nova Scotia, arrived on the 24th of June, St. John's Day, at the river to which they gave the name of that saint. From there they sailed to four islands, where they found large numbers of birds called magpies. So they named them the Isles of Margos, and we now call them the Wolves. Farther west they saw other islands, among them one of six leagues' length, called by the natives Manthane (Grand Manan). They then proceeded to a river on the mainland called the River of the Etechemins, after the tribe of savages which inhabited the region. The voyagers were impressed with the number and beauty of the islands among which they passed, the capacity of the harbors, and the abundance and variety of fish found in the waters.

Entering the river, and sailing west north-west a league or two, they found two islands which, by their situation and the ease with which they could be defended, seemed to offer an advantageous location for settlement; and they decided to establish themselves there. To the larger island Sieur de Monts gave the name of the Isle of St. Croix. Two leagues further up they found a waterfall or rapids, at the foot of which, in May and June, herrings and bass were found in such great numbers that vessels could be loaded with them; and Indians came at that season for five or six weeks for the purpose of catching fish. The Frenchmen began immediately to build fortifications and mount cannon on the island, and then to put up storehouses and dwellings. A view of these buildings, as well as a minute map of the island and vicinity, illustrate the history of "Champlain's Voyages," which was published at Paris in 1613. This work has been reprinted in English by the Prince Society of Boston, with fac-similes of the original illustrations, which enable us at this day to see what an extensive and well-arranged establishment was there set up. Gardens were also laid out, and all the necessary plans were made for a permanent settlement; but, before they were ready, winter came upon them unexpectedly, and snow fell on the 6th of October. They had a hard winter. Having no cellars, everything froze. Water failed on the island, and had to be brought from the mainland; and by and by scurvy broke out, and before spring, out of seventy-nine who composed the party, thirty-five died and twenty more had been at the point of death. These reverses disheartened the leaders; and they decided to abandon the place, which they did early in August, removing to Port Royal (Annapolis), and taking portions of their buildings with them.

The annals of the French *voyageurs* make occasional mention of the place during the next few years; but in 1613,

when Samuel Argyl of Virginia was on an expedition eastward for the purpose of inflicting damage upon the French settlements, he visited St. Croix, and destroyed what there was left of the buildings erected by De Monts and his associates. The place then seemed to pass out of memory; and, though the name of St. Croix lingered about the region, there does not appear to be any definite account of the island being visited during the next one hundred and fifty years. So, although the river St. Croix was considered the dividing line between Acadia and New England, and, after the French rule ceased in the former, became the boundary between the provinces of Nova Scotia and Massachusetts Bay, the knowledge about the locality grew to be very hazy and indefinite; and, as will be seen farther on, when it became necessary to decide the matter, the problem was found to be by no means an easy or simple one.

The old maps of Southack and of Mitchell made the Maguadavic the true St. Croix; Morris, a surveyor sent out by Governor Parr of Nova Scotia in 1765, fixed its location at the Cobscook; and the claim was sometimes made that the real St. Croix was to be found in the Penobscot. Of this latter theory it is remembered that that stanch old Loyalist, Captain Alpheus Pine, who half a century ago kept the Quoddy House at Eastport, was an energetic champion.

I have before me as I write an old book of twenty odd sheets of unruled paper fastened together. It is brown with age, but has been well preserved. The columns of courses and distances, the rude sketches of shores and headlands, and the various memoranda show it to be a surveyor's record, a field book; and it has a sort of title-page, as follows: —

A seald book of the Sea Coasts from the West passage of passimaquody Island to the Eastward of Harbor lectect, with the angles of part of the River of passimaquody and part of the angles

of the River St. Croix and also the places of the Islands Between the afore sd West passage and sd Harbor leeteet Taken by John Mitchell and Israel Jones in 1764.

This quaint manuscript, a hundred and twenty years old, records the original survey made by Mitchell, which was often appealed to in the controversy about our boundary line. Its authenticity is guaranteed by an array of certificates at the end. First comes that of John Mitchell, himself relating the circumstances under which the survey was made, then of William White, Justice of Peace of Rockingham County, before whom the deposition was taken, of Joseph Pearson, Secretary of State, certifying to the validity of White's appointment, and of John Taylor Gilman, Governor, confirming the authority of Pearson, with the seal of the State of New Hampshire attached on the ninth day of August, 1796, in the twenty-first year of the independence of the United States.

Mitchell's certificate is as follows :—

I the subscriber an inhabitant of Chester in the state of New Hampshire, voluntarily make the following declaration—To wit, That I was employed by His Excellency Francis Bernard Esq. Governor of the Province of Massachusetts Bay in April 1764. as a Surveyor, in company with Mr. Israel Jones as my deputy, Mr. Nathan Jones, as commanding officer, of a party of troops, and Captain Fletcher as indian interpreter, to repair, to the Bay of Passaquoddi, to assemble the indians usually residing there, and from them, to ascertain the River known by the name of the St. Croix. We accordingly assembled upwards of forty of the principal Indians, upon an Island then called L'Atereed in said Bay of Passamaquoddi—After having fully and freely conversed with them, upon the subject of our mission, the chief commissioned three Indians to shew us the said river St. Croix, which is situated nearly six miles north, and about three degrees east of Harbour L'Tete, and East North East, of the Bay or River Scudac, and distant from it about nine miles on a right line. The aforesaid three Indians after having shewn us the river, and being duly

informed of the nature and importance of an oath, did in a solemn manner depose to the truth of their information respecting the identity of the said River St. Croix, and that it was the ancient and only river known amongst them by that name. We proceeded conformably to this information in our Surveys, and in August following I delivered to Governor Bernard three plans of the said river St. Croix, and the said Bay of Passamaquoddi.

Another certificate of Captain Mitchell says:—

The River which I marked on my map as the St. Croix, is the most easterly river that I know of between the Passamaquoddi and the St. Johns, and yet there are two small rivers between the Saint Croix and Passamaquoddi.

L'Atereel, their place of rendezvous, we now know as Indian Island. Its Indian name was Jeganagoose. In Sullivan's History of the District of Maine, published in 1795, it is stated that

In the year 1704, when Colonel Church made an attack on a French plantation on the River Shooduck, he found one Lutterelle, a French nobleman, on one of these islands and removed him. The island still retains the Frenchman's name. There was also on a point, which forms one side of the entrance of Shooduck River, in the place below where General Lincoln's plantation now is, a French Lady's settlement which she abandoned in those times and took refuge in Quebeck; but the place has the appellation which she gave it.

This shows where the name L'Atereel came from, and also the origin of Pleasant Point, though the lady must have called it by the French equivalent, General Lincoln's purchase extending from the Dennys River to the Schoodic, including Perry.

Governor Bernard gave Captain Mitchell a map for his guidance; and from the original, which is in the writer's possession, the copy here inserted has been made. It is a section

from the larger map of Captain Southack. I do not know the date of his map, and of him only that Cyprian Southack, sea-captain, was a member of the Council of Lieutenant Gov-



CYPRIAN SOUTHACK'S OLD MAP OF PASSAMAQUODDY AND ST. CROIX.

ernor John Doucett of Nova Scotia in 1720. It is at least interesting to know how imperfect was the knowledge of the geography of our vicinity when this map was made. Point

Lepreaux will be recognized. The river St. Croix is our Magaguadavic, and Passamaquoddy the Schoodic. The Cobscook is not shown. Passamaquoddy Island is the Campobello of to-day with distended proportions, and some of the smaller ones must represent Deer and Moose Islands very much shrunken.

From the journal, it appears that the Indian name of Pleasant Point was Seeboycook; and of the numerous islands in the bay, indicated by courses and distances, only L'Attereel, Passimaquodi, Moose, Deer and White Horse, Flatiron and Mountain Island near L'Etete, seem to have then had names. In another document, I find Cheburn, or West Head, mentioned as a point of land in the west passage, evidently what we call West Quoddy Head, the extreme eastern point of land in the United States. The salt-water falls at Cobscook are mentioned. The following entries are copied *verbatim*:—

Sunday June the 3d 1764, a foggy morning the wind a S W half after three in the morning Capt Jones, Mr Boyd, Mr Jones and myself with four of our men went in the Whall boat to Latterell in order to get provisions from our encampment, and when we came to Latterell Capt Fletcher Thought it most Expediant to go to St Croix next Day, by Reason that the Indians who had for Sum Days past Bin drunk were got sober, so Capt Jones ordered the men that Came with us to go Back to where we left the Rest of our men in Order to Bring them all to Latterell to be ready to Depart on Munday morning for St Croix.

Munday June the 4th 1764, a foggy morning and calm this morning Capt Jones employed Mr James Boyd with his Whall boat and Mr Walker to assist to carry our men and provisions to the River of St Croix and to assist us up sd River $\frac{1}{2}$ after 8 in the morning we Departed from Latterell and $\frac{1}{2}$ after 12 we arrived at Harbor leeteet alias Womkoocook where we met with the Indians and Capt Fletcher had a conference with them and the Indians appointed two to go with us on Tuisday morning.

Tuisday June the 5th 1764, this morning at 6 of the clock Two

Sanops and Two Squaws with one Burch canow Set off with us in order to go with us to ye River St Croix, and we prosseeded up the Bay about Two miles, and the wind N W a fresh gale and the tide against us we put a shore on ye East Side of the Bay to wait till the Tide would Turn and while we waited for tide of flood four of our men went a little way from the shore in the Whall boat a fishing and caught one Hollobut and Three Small Cod fish and at yong flood we all got a board of our boats and prosseeded towards St Croix, and at Eleven of the clock we arrived at the Entrence of sd River at which time Capt Fletcher Requested Three of said Indians to swear that the said River that they showed us was actually known By the name of St Croix River. The names of sd Indians are as followeth Lue Nepton, Meesel and Mary Cattron. And we taried there awhile and Eat Dinor then went up sd River to ye falls and the Indians told Capt Fletcher that they wood go no farther and the Falls being so large that we Could not gat the Whall boat over it and it being impossible to go on the land to Sorvoy the River I Began a little Beloe the falls and the courses are as followeth, &c.

Several years before Mitchell was employed on this survey, there was published a large map of the British and French possessions in North America, bearing the name of John Mitchell; and, though it is not found explicitly stated anywhere, it is presumed that it is the same John Mitchell in both cases. When the American and British commissioners were engaged in arranging the terms of the treaty of peace at Paris in 1783, this large map was made the basis upon which the boundaries of the United States were marked out; and it is to be seen among the published documents connected with the controversy. The surveyor had not then visited the region, and the delineation of Passamaquoddy Bay and its vicinity is about as rude as in Southack's map. It makes the St. Croix the most eastern of two rivers entering the bay, the other being the Passamacadie west of it, and the Cobscook is not marked at all. Otherwise, the general

features of the map appear to be tolerably correct, considering the time at which it was issued. It bears the following certificate of its authenticity:—

This map was undertaken with the approbation, and at the request of the Lords Commissioners for Trade and Plantations, and is chiefly composed from Draughts, Charts and Actual Surveys of different parts of his Majesty's Colonies and Plantations in America. Great part of which have been lately taken by their Lordships' orders and transmitted to this office by the Governors of said Colonies and others.

Plantation office,
Feb'y 13th, 1755.

JOHN POWNAL,
Secretary.

The American commissioners at Paris were John Adams, John Jay, and Benjamin Franklin; and we have the evidence of each.

Mr. Adams testifies that

Mitchell's was the only map or plan used by the Commissioners at their public conferences, tho' other maps were occasionally consulted by the American Commissioners at their lodgings.

The British Commissioner first claimed to Piscataqua river, then to Kenebeck, then to Penobscot, and at length agreed to Saint Croix as marked on Mitchell's map.

One of the American ministers at first proposed the river Saint Johns as marked on Mitchell's map, but his colleagues, observing that as Saint Croix was the river mentioned in the charter of Massachusetts Bay they could not justify insisting on Saint Johns as the ultimatum, he agreed with them to adhere to the charter of Massachusetts Bay.

Mr. Jay states

That in the negotiations of Peace the River St. Croix forming part of our Eastern boundary came into question; that several rivers in those parts were said to have that name, that much was

urged and argued on the topic, that Mitchell's map was before us and favorably consulted for geographical information, and that both parties finally agreed that the River St. Croix laid down on that map was the river St. Croix which ought to form a part of that boundary.

And Dr. Franklin writes,—

I can assure you that I am perfectly clear in the remembrance that the map we used in tracing the boundary was brought to the treaty by the Commissioners from England, and that it was the same as published by Mitchell twenty years before.

Thus it is apparent that the commissioners who negotiated the treaty of 1783 understood that the easternmost river entering the Bay of Passamaquoddy (which is the Magaguadavic) was the St. Croix, which was to form part of the eastern boundary line.

When the treaty of 1783 closed the war for independence, there were but few white inhabitants on the eastern frontier; and most of those living on the American side were persons who had taken little apparent interest in the final result of that great contest. During the war, the eastern headquarters of the patriots were at Machias, and the brave men of that insulated hamlet did not hesitate in their defiance of the power of Great Britain on land or sea; and, had there been a similar compact, patriotic community on Moose Island when peace was declared, no British official would have cared to present himself to claim jurisdiction for his government, unless backed by a strong military or naval force.

In the fall of 1783, a settlement was begun on the other side of the Schoodic River by a body of men whom the fortunes of war had compelled to leave their homes and kindred. Severe enactments had despoiled them of their estates, and it could hardly be expected that they would feel very kindly toward the government that had driven them

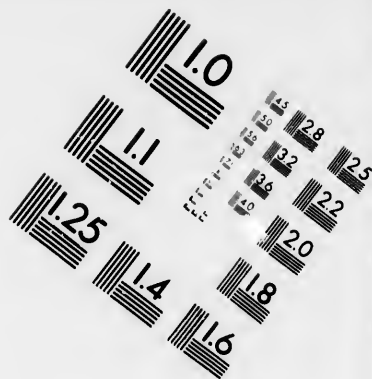
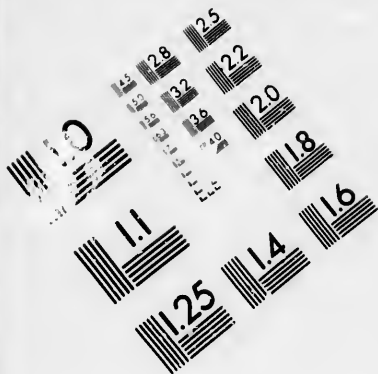
out or the men who supported it. The Loyalists who founded St. Andrews constituted what was then lacking on the other side of the river,—a compact, determined community; and they were greatly embittered for what they had suffered on account of their attachment to their beloved sovereign. Among them were several capable, intelligent leaders, like Robert Pagan, who had been a prosperous merchant at Portland, and Thomas Wyer, the first sheriff of the county, who was an officer of customs in old Falmouth. The county of Sunbury was separated from Nova Scotia in 1784, and erected into the Province of New Brunswick; and St. Andrews was made shire town of the new county of Charlotte.

The American emigration to Passamaquoddy did not fairly begin until 1786. In that year, General Benjamin Lincoln made his large purchase; and the vigorous Hingham emigration which cleared the forests along the Cobscook, by the Dennys and Pennamaquan streams, and around the shores of the plantation which should by and by bear the name of the future hero of Lake Erie, then began. At the same time, Lieutenant Governor Robbins bought the township which bears his name; and Colonel Aaron Hobart, of Abington, exchanged the government obligations which he received for casting cannon and balls for the American army for the wild lands of Plantation No. Ten, and settlers soon followed. Colonel John Crane, one of the Boston Tea Party, who had done good service at the head of his regiment under the immediate command of General Washington, and Major Lemuel Trescott, who had commanded a battalion under Lafayette, had located themselves at Orange River; and other places about the bay and rivers began to be similarly occupied. But this fine material was scattered over a large territory, and it took time before it could be compacted into influential communities.

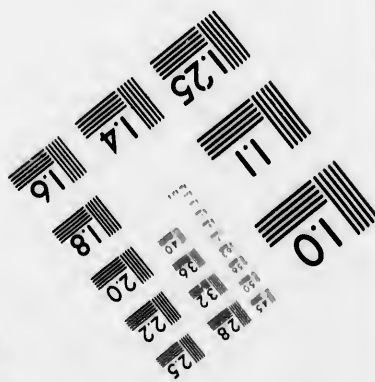
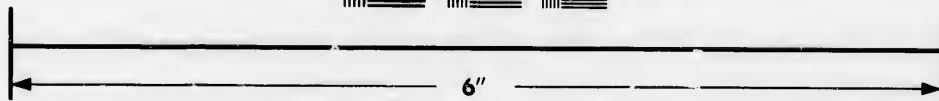
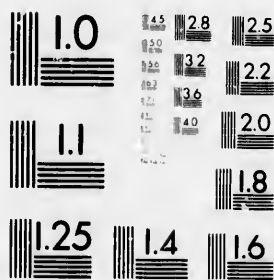
John Shackford and Samuel Tuttle were staunch patriots.

The former had visited the region when on a fishing cruise before the war. He had done good service in the army, and joined in that terrible march under Arnold through the Maine wilderness, to defeat under the walls of Quebec; and the latter had held an officer's commission in the continental service. When they came to Moose Island in the spring of 1784, just a hundred years ago, they found but five families here; and when, five years later, the number had increased to twenty-two or twenty-four, the heads of one-half of these families were either men of English birth or those who had adhered to the royal cause in the war.

The difference between the ideas of the founders of St. Andrews and those who happened to be the first occupants of Moose Island is characteristically shown by the marked contrast in the ways in which the two places were originally laid out, and the citizens of Eastport have had frequent occasion to regret the want of foresight in their early predecessors. The Loyalists called a competent engineer, and on the hillside sloping so pleasantly to the bay planned the site of a future city, with broad avenues and streets crossing at right angles, on the Philadelphia checker-board pattern; while the fishermen and traders of Moose Island were content to trudge along the beaches and clamber over the rocks without regular public ways, trusting to the waters of the bay for easy transportation of goods. Nor was this lack of method and public spirit surprising, when it is remembered that it was not until June 17, 1791, that an act was passed by the legislature of Massachusetts authorizing the survey of the island, the inhabitants prior to that time being simply "squatters," without titles to the lands which they occupied. The effects of this shiftless, temporary condition of affairs lingered for some time afterward. Eastport was incorporated as a town in 1798, but it was not until the following year that the first highway was laid out; and its description on the town books,



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which gives neither courses nor distances, is of the rudest sort, indicative of most unmethodical ways of managing public affairs: "Beginning at Mr. James Cochran's spring, between Capt. Prince's house, and the house Mr. Henry Waid now lives in, running northerly between said Cochran's house and his old hovel, and just to the westward of Mr. Samuel Tuttle's barn, through the corner of his potato field, west of the new fence, through Mr. Boynton's, and Mr. Henry Poor's land, to the notch in Mr. William Clark's mountain so called," etc. This was High Street; and four years later, in 1803, Water Street was laid out, twenty-four feet wide, after opposition from those who contended that eighteen feet was ample width, as that would allow two hand-barrows to get by each other with room to spare, and, at the suggestion that it would be too narrow for horses and carriages to pass, scouted the idea that such strange curiosities would ever be seen on Moose Island.

The St. Andrews Loyalists knew that they had settled on disputed territory, being well aware that the United States claimed the Magaguadavic as the true St. Croix, which was to make the boundary line. But they proposed to construe this and other provisions of the treaty to suit their own ideas, and, as soon as they got their newly organized courts in working order, set themselves about it, doubtless sustained by the higher authorities of the province. By the terms of the treaty, the southern boundary line of the United States ended at the mouth of St. Mary's River in Florida, and the eastern line began at the mouth of St. Croix River in the Bay of Fundy. The New Brunswick authorities decided for themselves that the Schoodic was the St. Croix, and its mouth above St. Andrews; and they proposed to draw a straight line from there to St. Mary's, claiming all the territory left outside. This line would cross the country diagonally, striking the sea at Little Machias, and leaving a good slice of the

present county of Washington outside of the limits of the United States.

General Rufus Putnan, afterward prominent in the early settlement of the State of Ohio, made the first survey of the lands in this section, under the authority of the State of Massachusetts, and in a report to Messrs. Phillips, Wells, and Dane, a legislative committee, under date Rutland, Dec. 27, 1784, refers to this claim as follows:—

From Mr. Jones, who is the principal surveyor employed by the British in that quarter, since the peace took place, I learned that they consider the Schoodick as the St. Croix intended in the treaty; that they fix the mouth of that river at the Devil's Head, which you will see marked in towns^{hip} No. V, in my plan; and the bays of Schoodick, St. Andrews, Cobbscook, &c., &c., formerly comprehended under the general name of Passamaquoddy, they consider as arms of the sea, or parts of the bay of Fundy. Here then, say they, that is, at the Devil's Head, the following description in the treaty begins, viz: "bounded east by a line to be drawn along the middle of the river St. Croix, from its mouth in the bay of Fundy to its source."

Again, a line drawn from the mouth of St. Croix, at Devil's Head, to the mouth of St. Mary's river, between Georgia and East Florida, they consider as a boundary, to the eastward of which we have no claim on the main land or among the islands, nor yet to the islands westward of such a line, except they lie within 20 leagues of the sea coast or main land, and have not been granted by the government of Nova Scotia. . . .

A straight line, says Mr. Jones, drawn from the Devil's Head to the mouth of St. Mary's river, as above mentioned, will fall on the sea coast or north shore of the bay of Fundy, about the mouth of Little Machias river. The direction of this line across my plan, is marked on the southern edge of it, and in consequence of their claiming such a line, not only all the islands in the bay of Passamaquoddy, whether granted before the peace, or since, they claim as theirs; but the Island of Grand Manan has been granted by the Governor of Nova Scotia to certain proprietors; and on the same

principle, a few days before I left the country, Mr. Jones began the survey of Seward's Neck. . . .

But where the gentlemen of Nova Scotia have got the idea that the United States are bounded by a line drawn through the Atlantic ocean, from the mouth of St. Mary's river to the mouth of the St. Croix, is hard to conceive. For my own part I cannot find a single hint of such a boundary in all the treaty. Yet, absurd as this idea appears to be, not only Mr. Jones, and other refugees, are fallen into the mistake; but Governor Parr must have done so too.

This strange claim was pushed as far as the sending of a surveyor to lay out lots on Seward's Neck, within the limits of the present town of Lubec; and then, apparently, its absurdity was realized, as we hear no more of it.

They still maintained, however, that all the islands in Passamaquoddy Bay had originally belonged to Nova Scotia, and by the terms of the treaty still remained under British jurisdiction; and in 1785 notices were posted up on Moose Island directing the inhabitants to attend court at St. Andrews. Constables were appointed and jurors summoned, and the islanders were threatened with the forfeiture of their estates unless the summons was obeyed; but no one appears to have heeded the threats. Finally, in December, 1785, Samuel Tuttle, the first deputy collector of customs on the island, was arrested on a pretended action of debt; and Sheriff Wyer assured him that, unless he yielded, assistance would be rendered by an armed ship then moored at Campobello. He was taken to St. Andrews and committed to jail, but, "steady in his refusal to renew or acknowledge allegiance to the British crown, he was released after three days imprisonment."

In January, 1786, a number of residents sent a petition to the governor of Massachusetts, describing their great trouble and distress on account of this state of affairs, and asking

“his Excellency and the Honorable Council to take such immediate steps as were necessary to quiet their minds and give full possession of their rights and titles.” Prior to this time, Governor Hancock, of Massachusetts, and Governor Carleton, of New Brunswick, had been engaged in correspondence in reference to these boundary disputes; and, as early as 1784, Generals Lincoln and Knox, and George Partridge, Esq., had been directed to repair to Passamaquoddy Bay, and inform themselves what encroachments had been made on the territory of the State, and, on returning, they reported that a very considerable number of British subjects had settled at a place called St. Andrews, on the eastern bank of the river Schoodic, which, in their opinion, was clearly within the limits of the State. Their report and evidence were transmitted to Congress by Massachusetts, with directions to her delegates to procure, if possible, such instruction to our minister in London as might prevent or remove such encroachments.

It will be remembered that at this time the States were still acting under the old federation; and, until the Constitution was adopted in 1787, and went into effect the following year, they were poorly prepared to act promptly and energetically for the protection of their outlying communities. The separate States were authorized to collect a duty of five per cent. on imports; and, as has been said, Mr. Tuttle was the first officer of excise in this vicinity under Massachusetts. For several years after the adoption of the Constitution, matters continued in the unsatisfactory condition here described; and it was not until the adoption in 1794 of the treaty with Great Britain, known as Jay's Treaty, that any efficient steps were taken to remedy the difficulties. Great opposition was made to the confirmation of the treaty, as too favorable to the recent enemy; but it was finally accomplished.

The fifth article of the treaty reads as follows:—

Whereas doubts have arisen what was truly intended under the name of the river St. Croix mentioned in the Treaty of Peace, and forming a part of the boundary thereon described, that question shall be referred to the final decision of commissioners to be appointed in the following manner—viz.—one to be named by His Majesty, one by the United States, and said two shall agree in the choice of a third, and failing to do so, two names shall be prepared and one drawn by lot.

Under the provisions of this section, the British government appointed Thomas Barclay as commissioner, and the United States selected David Howell, of Rhode Island. The first meeting was held at Halifax, Aug. 13, 1796; and Egbert Benson, of New York, was agreed upon as the third member of the body. The next meeting took place at St. Andrews, October 4 of the same year; and Edward Winslow, of New Brunswick, was appointed secretary. The agents of the respective countries, James Sullivan, of Massachusetts (American), and Ward Chipman, of New Brunswick (British), appeared, and presented their appointments. Sullivan was author of the *History of the District of Maine*, then recently published; and Winslow, the secretary, and Chipman, the British agent, were Loyalists, natives of Massachusetts, and both graduates of Harvard College. The rest of Judge Chipman's family adhered to the American cause. His sister married William Gray, a noted Boston merchant, familiarly known as "Billy Gray"; and the present Judge Gray, of the United States Supreme Court, is her grandson. Robert Pagan and Joseph Garnet, of St. Andrews, were appointed sub-agents for the British for the taking of evidence, and Phineas Bruce and John Cooper on the part of the United States. Bruce was a Machias lawyer, and in 1802 was elected representative to Congress, the first chosen

from this section; and General Cooper was the first sheriff of Washington County, and the town of Cooper was named for him.

The commission met several times at St. Andrews, then adjourned to Boston, and had one meeting at Quincy, to take the evidence of John Adams, President of the United States, who had been one of the commissioners to arrange the treaty of 1783; and the final meeting was held at Providence, R.I., Oct. 25, 1798.

It is not the purpose of these sketches to repeat at length the evidence presented to the commission appointed to decide which river was the true St. Croix; but some of the papers connected with the case afford interesting items of local history, and for that reason will be introduced here. And first comes the deposition of John Frost:—

I John Frost of Passamaquoddy aged sixty nine years, do testify and declare, That I came to Passamaquoddy in seventeen hundred and sixty-three, and settled on a place called Pleasant Point, where I have resided most of the time ever since; that my sole object in coming to this part of the country was to trade with the Indians; that for the first ten years of my residence I was constantly engaged in a trade with them; that in consequence of this trade I became perfectly well acquainted with the Passamaquoddy tribe of Indians, particularly with Louis Neptune, Bungawerawit, John Battist Neptune, and John O. Denny, principal or chief men of said tribe; that I have had frequent conversations with the said Louis Neptune, Bungawerawit, John Battist Neptune, and John O. Denny, respecting the River St. Croix, and that each of them often and uniformly declared to me that the River Magaguadavic was the St. Croix. That I brought into this part of the country a Mr. Mitchell, a surveyor sent by Governor Bernard to explore the River St. Croix; which circumstance led me to make more particular enquiries of the Indians respecting the said river. And the deponent further testifies that all the Indians with whom he hath conversed always told him that the Magaguadavic River

was the St. Croix. And this deponent further testifies that the white people living in this part of the country (with whom he hath been acquainted) always considered the Magaguadavic the St. Croix River, and that he had never heard any person call the Scoodiac the St. Croix River, until a number of people came and settled at St. Andrews in the year seventeen hundred and eighty-three or four.

Questions by Robert Pagan & Joseph Garnett Esquires.

• 1st. On what particular occasions did you hear Louis Neptune, Bungawerawit, John Battist Neptune, and John O. Denny call Magaguadavic the St. Croix?

Answer. When I brought Mr. Mitchell down here to explore St. Croix River.

2d. What Rivers did Mr. Mitchell explore when he came on that business?

Answer. Mr. Mitchell told me he had been at the Magaguadavic and found it to be the St. Croix. He did not tell me he had been to any other river.

3d. Did you command the vessel in which Mr. Mitchell came to this part of the country to look for the River St. Croix?

Answer. Yes.

4th. Where did you land him?

Answer. At Indian Island.

5th. Did you go by any particular draft when you traded at that time in Passamaquoddy Bay?

Answer. Yes, by * Capt. Suddrick's draft.

6th. Did you shew this draft to Mr. Mitchell?

Answer. Yes, we looked at it frequently on the passage.

7th. Had Mr. Mitchell any other draft that he shewed you, or compared in your presence with Capt. Sudduck's draft you shewed him?

Answer. I do not recollect that he had.

8th. Did great plenty of fish resort annually to Scoodiac falls when you first came here and since?

Answer. Yes, I went to the Magaguadavic falls in the month of May about the year 1765 or 6 in a sloop of 75 tons with Capt. Tucker to carry on the salmon, shad, and alewife fishery, and

* Captain Cyprian Southack's map.

finding no fish at the falls (as we only caught about a barrel after being there seven or eight days) we went to Scoodiac River where we joined Mr. McCowan & Capt. Nicols who were there in two vessels, one of about 30 and the other about 45 tons, where we caught in company from 800 to 1000 barrels, chiefly alewives, with some salmon, shad and bass. The alewife fishery continues there to this day, where those who are after fish go to take them.

9th. Do you know of any grampuses or whales going up Scoodiac River?

Answer. I do not remember ever seeing any more than half way between Pleasant Point and Devils Head.

10th. What part of Passamaquoddy River do grampuses and whales resort to?

Answer. Between Pleasant Point and Head Harbor but not in great numbers.

11th. Are alewives, shad and salmon caught in any other river in your neighborhood?

Answer. Up Cobscook on Dennys River where Mr. Lincoln lives, they are caught but not in plenty as at Schoodiac River.

12th. Where is Passamaquoddy Harbour?

Answer. I have always understood Head Harbour to be Passamaquoddy Harbour.

13th. Where is Passamaquoddy River?

Answer. From Head Harbour till you get to Scoodiac I call Passamaquoddy main river.

14th. Is there any other entrance into Passamaquoddy River but by Head Harbour?

Answer. There is a way by West Quoddy, but it is barred, so that at low water you cannot come in with a whale boat. You can also come in by Petit Passage into St. Andrews Bay, or Passamaquoddy Bay, which communicates with Scoodiac River.

Question by Phineas Bruce Esquire.

Did you ever know of any determinate line of jurisdiction between the Provinces of Massachusetts Bay and Nova Scotia?

Answer. Mr. Mitchell when he was coming down with me and while he was here told me Magaguadavic would be the dividing line.

This deposition is signed by John Frost and sworn to at Pleasant Point Nov. 9, 1797, before Jno. Brewer, Justice of the Peace.

Another deposition in the same line, that of William Ricker, is here given, as it furnishes other items of local interest:—

I William Ricker of Moose Island in the Bay of Passamaquoddy aged sixty four years do testify, and declare, that I have resided in said Passamaquoddy upwards of twenty six years, that I have been well acquainted with the Passamaquoddy tribe of Indians, particularly with Louis Neptune, John Battist Neptune and John O. Denny; that I have had frequent conversations with the said Louis Neptune, John Battist Neptune and John O. Deany, and many other Indians respecting the River St. Croix; that they always called the Magaguadavic River the St. Croix; that all the white people in this part of the country with whom I was acquainted always called the Magaguadavic the St. Croix River. And this deponent further testifies that he never heard the River Scoodiac called the St. Croix River, till the year seventeen hundred eighty three or four.

Questions by Robert Pagan and Joseph Garnett Esquires.

1st. How many years ago did you hear Louis Neptune, John Battist Neptune and John O. Denny call the River Magaguadavic the St. Croix?

Answer. Twenty six years ago.

2d. On what occasion did you hear them call it so?

Answer. Upon no particular occasion, but generally upon their going or coming from the Magaguadavic.

3d. Did you hear all the white people in this part of the country with whom you was acquainted always call the Magaguadavic the St. Croix River above twenty years ago?

Answer. Yes.

4th. What are the names of some of your white acquaintances who called it so?

Answer. Joseph Connick, William Cheney, James Chaffey, John Lumber, Robert Wilson, William Clerk and John Curry Esqs.

5th. On what occasions did you hear them call it so?

Answer. I do not recollect.

6th. Who did you hear call the River Scoodiac the St. Croix since the year 1783 or 1784?

Answer. A Mrs. Jones, wife of Mr. Jones a surveyor who laid out the lands at St. Andrews.

7th. When did you first come to this part of the country and where did you begin your first settlement?

Answer. I came into this part of the country twenty six years ago last April, and began my first settlement the next June at Scoodiac Falls where Jacob Libbie now lives.

8th. Were fish plenty there at that time?

Answer. Yes very plenty.

9th. Of what kinds?

Answer. Salmon, shad, alewives, and bass.

10th. Did grampuses or whales resort there?

Answer. I saw no such thing there.

11th. Were fish plenty at Magaguadavic at that time?

Answer. I cannot tell for I don't know that anybody went there at that time after any as they all went up Scoodiac after them.

12th. Where is Passamaquoddy Harbour?

Answer. I do not know any place particularly called so.

13th. Where is Passamaquoddy River?

Answer. I have heard of such a river lately but cannot describe it.

14th. Do the inhabitants of Passamaquoddy and its neighborhood continue annually to resort to Scoodiac to take salmon, shad, and alewives?

Answer. Yes.

15th. Is there any other river in or about the Passamaquoddy settlement, to which they also annually resort for the same purpose?

Answer. I don't know any other.

16th. Were grampuses and whales plenty in any part of Passamaquoddy when you first came there?

Answer. Yes — between Pleasant Point and Head Harbour.

17th. Do you know of any being killed there?

Answer. Yes, I saw Capt. Folger from Nantuckett who came

down on the whaling business (and made up his voyage at Head Harbour) kill one between Moose and Dudley Islands which made seventy barrels of oil.

17th. What government did you consider yourself under when you first came to this part of the country?

Answer. I came from Bobtick in Nova Scotia and began my settlement at Scoodiac Falls, under James Boyd Esq. then a Justice of the Peace of the Province of Nova Scotia, who held lands there (as I understood) under a grant from Nova Scotia, and from thence I moved to Campo-Bello where the currency was four shillings and six pence to the dollar, which currency was usual in the Bay of Passamaquoddy.

Question by Phineas Bruce Esq.

1st. What stores were there in Passamaquoddy?

Answer. Mr. Owen kept a large store at Campo-Bello, and James Boyd & James Chaffey carried on a small trade at Indian Island, which were the only stores I know in Passamaquoddy at that time.

2d. Did you ever know any determinate of jurisdiction between the Provinces of Massachusetts Bay and Nova Scotia?

Answer. I did not.

Signed and sworn to before John Brewer, Justice of the Peace at Pleasant Point Nov. 8th, 1797.

The following deposition of James Boyd, found among the papers of Edmund Winslow, Esq., the secretary of the commission, is furnished for publication by Winslow Warren, Esq., of Boston, being evidently a part of the same series:—

I James Boyd testify that in May 1763 I went to Passamaquoddy bay to settle and there made from time to time a journal which I have now by me, and which is as follows;

Passamaquada, May 1763—Arrived on an island called by the natives Jegauagoose or Indian Island, after I built a store I set out with a whale boat and explored every Island in the bay, and when I met with any of the natives I got from them what name they were called by the natives. Went up a river after entering the grand bay by the harbor LeTete which the natives named

Magegadewee. Stopped at the carrying place. Returned to the bay and viewed Dicteguash river, then Boquakeck and Chamkook, in my way Connasquamkook now St. Andrews. Left the last point, went up the bay and found Wachweig. Crossed and went up Schooduck on my return. Stopt at Connasquamkook and there took on board of my whale boat a small piece of ordnance and arrived at Jegauagoose, &c., &c.

Went to an island on the north east side of the Bay which Island had been settled a considerable time before by the subjects of France, a good point of the Island and the works of a breast work or entrenchments in the harbor at high water. This Island appears surrounded by Islands, at low water you can go from some of them to others. Went up to Cobskook, there found a small river. At my return most of the natives had arrived at Jegauagoose. After conversing with them I got the names of all the Islands and rivers in Passamaquada, the harbqur LeTang and harbour LeTete and found wherever the natives had buried they erected a cross either on Islands or on the main land. In 1764 John Mitchel Esq arrived in this place to survey Passamaquada. Mr. Jones asked my leave to store his provisions, and that I would call the Indians together, that he had Governor Bernard's orders to assemble all of them. I did as he asked me. They met by my store. I was present and heard Jones' commission read. The interpreter spoke to the Indians and interpreted the whole. Captain Jones desired the interpreter to ask the Indians if they knew of a river by the name of St. Croix. They answered Yes. Would they show it to the Surveyors, Yes. Where do you say it is, they answered near by harbour LeTete.

They appointed a day and I was appointed interpreter. The day appointed came. Capt. Jones hired a whale boat of me. We left Jegauagoose and arrived at harbour LeTete, found Bungawarawit (the Governor) ready with the other Indians. We left this, and arrived at the river and after the interpreter asked the Indians if this was the river known to them by the name of St. Croix, they said, Yes. He asked them if they knew the nature of an oath,—they answered, Yes, that they had sworn to serve the King of France and should declare the truth, and the interpreter took their oath.

It was reported there that at the time Colonel Church took the French which were settled at Passamaquady he threw up two breastworks, one on Pleasant Point, the other on Conisquamkook, and then went and reduced Annapolis on the northeast side of the bay of Fundy. Some time before Quebec was taken from the French Captain Hector McNeal was taken prisoner in the harbour Le Tang. It was Indians which took him. One Frenchman who married an Indian was with the Indians. They gave Captain McNeal the names of sundry places. The Indians carried Captain McNeal's vessel to Conasquamkook and there unloaded a good deal of the cargo. McNeal had some small guns and swivels. The Indians left one gun to give an alarm when needed. The Indians then carried the vessel to St. John's River and carried their captives up this river to Quebec.

All the facts above related I declare to be true.

Questions put to James Boyd, Esq., by the agent for the United States :

1. Were there any white inhabitants on the shores or Islands of Passamaquada Bay when you went there in 1763?

Answer. None only the natives. The nearest white inhabitants were at St. Johns or Machias.

2. Were there any appearances of former inhabitants on the shores and islands of said bay, what were the appearances, and where were they said to be made?

Ans. There were Indian bark huts, but no framed house or marks of any French or English house.

3. What people were then reported by the Indians and others to have lived there — how long had they been removed and was it reported who had removed them?

Ans. There have been no inhabitants on these shores or islands since the descent of Colonel Church, as I have been always told by the Indians.

4. Did John Currie go there with you, or when did he arrive there?

Ans. He did not go with me, but he came there in the year 1770.

5. Was there a civil jurisdiction exercised by the Government of Nova Scotia over the people there, when did it begin, and how far west did it extend?

Ans. The jurisdiction began at St. Johns river, but how far west it extended I am unable to say any further than will appear from a Commission which I received as a Justice of the Peace for the County of Sunbury and district adjoining westward, and which I believe was the first civil commission raised for that quarter of the country, a copy of which commission is annexed.

6. What was the name of what is now called St. Andrews point when you went there?

Ans. Conasquamkook.

7. Did you ever know Alexander Hodges, who he is and when did he come to Passamaquady?

Ans. I knew him. He came first to Passamaquady as a servant to a certain Mr. John Frost of Machias, an Indian trader. He was very illiterate.

8. Did you ever know an Indian by the name of Louis Neptune, and did you ever hear him swear or say which was the river St. Croix.

Ans. I did, but to give a more full answer to the question it is necessary to state that I know several Indians of the name of Lewis Neptune. This is a name which was very common among the Indians of Penobscot, Passamaquady and St. Johns — but the Lewis Neptune which I refer to was of the Passamaquady tribe and who was one of the persons appointed by his father Bungawarrawit, or John Neptune, (then Governor of that tribe) to go with Jones and Mitchel and point out to them which was the river called Saint Croix, and which the said Lewis Neptune did then and there, standing on a piece of land on the north side of the Magaguadavic, in concurrence with two other Indians, declare the Magaguadavic to be the same river known among the Indians by the name of St. Croix, and further to distinguish and identify the said Lewis Neptune, he was called by the Indians Backsucees, which means a man of great strength — or having the strength of a bear.

JAMES BOYD, J. P.

COMMONWEALTH OF MASSACHUSETTS }
 SUFFOLK, SS, August 10, 1798. }

James Boyd Esquire personally appeared and being duly cautioned and carefully examined subscribed and made oath to the truth of the foregoing deposition, the same being taken at the request of James Sullivan Esquire, agent for the United States, to be used before the Commissioners appointed to settle the Saint Croix boundary.

Taken and sworn to before me,

GEORGE RICHARDS MINOT,
 Justice of the Peace and Quorum.

The next document does not refer to the dispute about the St. Croix, but appears to be a copy of a statement prepared to show that Moose Island as well as the other islands in Passamaquoddy Bay had been considered under the jurisdiction of Nova Scotia:—

John Curry Esqr. of the County of Charlotte in the Province of New Brunswick, upon his oath testifieth and sayith, That he has resided at Passamaquoddy, formerly within the Province of Nova Scotia, and now in this Province since the year 1770, and that in the year 1774 he was honored with a commission of the Peace from his Ex'cy Francis Legg Esq. then Governor of Nova Scotia; that from the year 1770 till the commencement of the late war, Courts of General Sessions of the Peace was held agreeable to a law of the said Province of Nova Scotia on the Island of Campobello, and during that time (as might fully appear by the Docketts of said courts, had they not been taken from the deponent with several other books and papers by an American Privateer in the year 1778) Moose Island, Deer Island, Indian Island, and all other islands in said Bay of Passamaquoddy were within the jurisdiction of the Province of Nova Scotia, and that the inhabitants of all the islands in the said Bay were regularly summoned and attended the different Courts held at Campobello, and always considered themselves under the jurisdiction of the Province of Nova

Scotia. The deponent further sayith, that James Cochran then and now an inhabitant of Moose Island, was appointed as deputy Provost Marshall for the district of Passamaquoddy, and was by said deponent sworn into office, which he held and executed within the said district, till the commencement of the late war, which put a stop to all Juditial proceedings.

The deponent further sayith that all the inhabitants upon the Cobscook River, and those who resided within twelve miles to the westward of Moose Island aforesaid, which was the extent of settlement at that time, considered and acknowledged themselves within the jurisdiction of the said Province of Nova Scotia, and also regularly attended the Courts holden on the Island of Campobello. The deponent further sayith that William Owen, Plato Demray, James Boyd, William Sherwood, John Moro, Thomas Proctor and Benjamin Yoxhall were all inhabitants and Magistrates of said district and held their commissions under the Governor of N. S., and that none of said Magistrates excepting the deponent now resides in this Province. He further sayith that during his residence in said district the Government of Massachusetts Bay while under the authority of G. B. never claimed any jurisdiction over the inhabitants of said district, never appointed any civil officers, but when aggrieved applied for redress to the laws of Nova Scotia.

Then follows copy of another document: —

We the subscribers inhabitants of the County of Charlotte in the Province of New Brunswick, have resided within the district of Passamaquoddy since the year 1770, testify and declare that ever since our said residence we have considered ourselves within the limits of the Province of Nova Scotia and since the appointment of civil officers in said district by the Gov. of N. S. which was in the year 1770 we have at different times attended the Courts held on the Island of Campobello, and the inhabitants of Moose Island, and all the islands in the Bay of Passamaquoddy, as well as those on the Cobscook River and twelve miles to the westward of said Moose Island always considered themselves

under the government of N. S. and attended the Courts held on Campobello aforesaid.

Thos. Terrell,	Deer Island
James Chaffey,	Indian Island
John Lawless,*	Deer Island
John Fountain,	Do.
Wm. Elwell,	Do.
Alex'r Hodge,	Do.
Henry Bowen,	Moose Island
Wm. Ricker,	Do.
Wm. Crow,	Do.
Andrew Lyod,*	Campobello
Hibbard Hunt,	Do.
Joseph Cormock,	Deer Island

These two papers with the names are in the same handwriting, as are also the following memoranda, describing the several islands within the disputed jurisdiction :—

On Moose Island there is about two hundred acres of cleared land, and about forty five head of horned cattle. The inhabitants are chiefly employed in fishing during the season. The lands are generally good, and the timber chiefly hard wood; has always been under the jurisdiction of Nova Scotia and a James Coffran acted as Deputy Sherreff.

Hubbards Island, now called Allens or Duttons contains about two hundred acres, about four acres cleared—has only a Col. Allen his wife, and four children. Good lands and chiefly hard wood: lays about south, distance about three miles from Moose Island.

Le Darneys Island, contains about 20 acres of land, lays from Allens Island about SW., distance about two roods—the only inhabitant is Lewis LeDarnie,† who acts as Naval officer for the state of Massachusetts, and keeps his office on the island.

* William Lloyd, grandfather, and John Lawless, great-grandfather, of William Lloyd Garrison, the anti-slavery reformer.

† Lewis F. Delesdernier, the successor of Samuel Tuttle as collector of excise for Massachusetts, and afterward first collector of the district of Passamaquoddy.

West Quaddy Island, lays about SE. of Le Darneys Island, about three quarters of a mile; contains about one acre, has no inhabitants, makes West Quaddy a good Harbour.

Barr Island,* lays from Frosi's at Pleasant Point about SW. distance about 5 or 6 rood from the Main Land, contains about 200 acres; no inhabitants, the land good, no person claims it; a good deal of mash.

There has come down to us the record of an interview which the British agents sought and secured with the chief and other principal men of the Passamaquoddy tribe of Indians, at the time the former were preparing their case for presentation to the commission, which had not then begun its sessions. The story of the Indians, with its mixture of fact and myth, seems worthy of a place in these sketches, so it is given in full:—

On the seventh day of August, 1796, Mr. R. Pagan, at the request of Mr. Chipman, sent a message to Francis Joseph, Chief of the Passamaquoddy tribe of Indians, who was then at Pleasant Point on the west shore at the entrance of Passamaquoddy Bay, requesting him to come to St Andrews to give Mr. Chipman information respecting the Scoudiac River. On the 8th in the morning, Francis Joseph came up attended by Nicola Francis Xavier, and six other Indians. Mr. Chipman met them at Mr. Pagan's house, where Mr. LeCott, French Interpreter, attended, and in the presence of Mr. Pagan and Mr. Chipman, communicated to the Indians Mr. Chipman's wish to obtain information from them respecting the first coming of the Europeans into this part of the country. They at first declined answering any questions, because they said only one party was present, having expected that some American gentlemen, among whom was General Knox, then in an American sloop up the Scoudiac River would have attended at the meeting. They were then told that this was not a formal conference, that the only object of the message was to request Francis Joseph to come up to hold a friendly conversation respecting the tradition among the Indians relative

* What we now call Carlow's Island.

to the first coming of the Europeans here; that we were glad however to see so many of them come up; that we wished not to obtain any opinion from them respecting the Scoudiac as a boundary line, but merely to learn some historical facts that had as we supposed been handed down to them from their forefathers, but that if they had any objection or disinclination to gratify us, we wished not to urge them.

They thereupon gave the following information: That two or three hundred years ago the French came in three or four ships to Passamaquoddy Bay, entered at the L'Etete Passage and erected a cross at the entrance of the Magaguadavic River, upon Point Meagique, that they soon after removed and erected a cross upon St. Andrews Point, on St. Andrews day celebrated Mass there and gave it the name of St. Andrews; that at that time the Indians were clothed in skins, which the French purchased of them, and gave them in return knives, hatchets, and ruffled shirts, that the French at their request set blacksmiths to work on board the ships, and furnished them with such iron implements as they described their want of; that the French remained long enough to load the ships with furs and then returned to France. That the next year they came again with four ships and went to the small island at the mouth of the Scoudiac River: that this island was the place of resort for the Indians to deposit their articles both in going up and coming down the Scoudiac River, and has a name describing that as its use; that the French landed there and remained some months, but finding that the water upon the island was not good, and had a poisonous quality, and that a mortality as they supposed from that cause prevailed among them, they went away; that at this time they did not traffic; that all the adjacent country was full of Indians; that the French came to this small island because they could there defend themselves; that they did not go to any other island or remain on shore at any other place, from their fear of the Indians, who were not willing they should land upon the main, or any large island, lest they should claim a right of possession. That this island was larger than it now is, and that the sea has washed it away from the rocks on the lower side. That the small hill or island towards the sea had always remained distinct by itself, and the water on the inside and near to it is very deep.

In further conversation they said that after erecting the cross at the Magaguadavic, the French Priest went up to the forks of that river, and there put some earth in his handkerchief, and said "this is the place." There appeared to be a strong inclination in them to favor the idea that the Magaguadavic was the boundary river, and of their having been instructed on the subject. They denied that the Scoudiac River retained that name above where Cristie's Mills now are, and one of them in Mr. Pagan's store previous to the conversation said, that the Magaguadavic certainly was the boundary line.

We found the same disposition in Thoma Louis, who on Saturday the 6th, gave us, when up the Scoudiac, a plan of the western branch of that river: upon asking him which was the main branch, he said the Cheputnacook was the main branch, but at the same time upon being asked the question, declared that all the stream, and lakes which he laid down upon the western branch retained the name of Scoudiac.

The Indians at the conversation told us that Passamaquoddy was so called from the great quantity of Pollock taken there; that Scoudiac meant a great clear place, because all the country had been burnt: that Magaguadavic was so called on account of the high hills upon it.

They mentioned an anecdote upon the first arriving of the French, that the French officer gave to two Indians a glass of spirits each, and immediately ordered a gun to be fired, upon which one of them let the glass drop out of his hand and fall down, while the other steadily drank off the last drop without flinching. That at that time the Indians did not like guns as an article of traffic because they made too much noise.

Eneas Moon, a Canadian Indian who spoke French, held the conversation with LeCotte during the interview. I afterwards saw him at my quarters, and showed him the plan of the Scoudiac which Thoma Louis had drawn for me on Saturday; he knew it at once and said the whole river there laid down was called Scoudiac. Upon my telling him I did not exactly recollect whether it was said that the cross was removed from the mouth of the Magaguadavic, he said the cross was not removed, but that another cross was erected at St. Andrews at the time referred to.

Capt. Nicola Anawan, 67 years old, said the Indians called the Magaguadavic the St. Croix, because there was a cross put up there by the French, and the whole river was called St. Croix when he was a boy, and did not know that the Scoudiac was ever called St. Croix. The two islands on this side of Devil's Head are called Muttoneguis and Muttonegwenish, a great and little island, where was a store to deposit things.

If after this accumulation of evidence there were any doubt that the Magaguadavic was known as the St. Croix at and before the earliest settlements of English-speaking people in this vicinity, the following document, which appears to be a statement from English settlers on the disputed territory west of that river, gives additional corroboration. Only, as appears by the words which are here put in *Italics* (though not so in the original), the claim is made that there were two rivers, each known as the St. Croix, emptying into Passamaquoddy Bay: —

ST. ANDREWS, CHARLOTTE COUNTY, }
 PROVINCE OF NEW BRUNSWICK, Dec. 1795. }

Sir: Having understood that the Commercial Treaty between Great Britain and the United States has been ratified by His Majesty, and conceiving ourselves deeply interested in the operation of the fifth article, we feel it our duty to address you on behalf of the British subjects settled upon the territory in dispute between the two powers, or at least that part of the County of Charlotte which is situated between *the lesser and greater St. Croix Rivers*, more commonly known as the Magaguadavick and Scodiack Rivers, which empty into the Grand Bay of Passamaquoddy — comprehending part of the parish of St. George — and the whole of the parishes of Saint Patrick, Saint Andrews, Saint David, and Saint Stephen. A very few settlers having come to this Country previous to the peace of 1783, the settlements within these limits having been formed since, chiefly by Loyalists and disbanded soldiers, the lands on the Magaguadavick in St. George were settled mostly by the Royal Fencible American Regiment.

Some emigrants from New Hampshire seated themselves at St. David, and a number of Loyalists &c. who were disappointed in the quality of the land allotted them at Port Merton, Nova Scotia, had lands assigned them at St. Stephen — but the most extensive settlement has been made by the troops and Loyalists from Penobscot, forming a margin upon the Bay upwards of — miles in length, embracing the shores of nearly four parishes. From the time the British took post at Penobscot in 1779, great encouragement for settlers was held forth by the commandants, and promises were made that they should be secured in their possessions as soon as a Civil Government should be established, on the faith of which several persons sensible of its importance as a lumber country, fixed themselves there in full confidence that if the Independence of the American States should be acknowledged by His Majesty and a boundary assigned, the British Government would not consent to its being brought to the eastward of Penobscot River; but to their great surprise, loss and mortification, they learnt by the Treaty of Peace, and the debates in Parliament thereupon, that the Province of Maine was not considered as a lumber country, and that the line of separation between the two Governments was fixed at the St. Croix. Whereupon the objects of their settlement at Penobscot being defeated, their attention was turned to this quarter, and having informed themselves of a convenient situation for trade &c., agents were appointed to transact the necessary business with the commander in chief at New York, and the Governor of Nova Scotia at Halifax, where previous to obtaining a grant, it became necessary to escheat the lands, for they had formerly been granted and the conditions left unfulfilled. No idea of their bearing a dispute was then suggested, but on the contrary every encouragement was offered by that Government to induce as many settlers as possible to repair hither, and the eldest son of the Surveyor-General, Mr. Morris, a young gentleman brought up in that office, was appointed to attend the survey and location of these lands. The settlers removed hither in the fall of 1783. On their arrival at St. Andrews, a person who had been a warm partisan of the American cause, came in a birch canoe, ordered them to remove, and forbid their settling within the American territory; but confiding in the assur-

ances of Government, and as he did not produce any commission to authorize his behavior, he was disregarded.

In the summer of 1784 it was rumoured that commissioners were appointed by Congress to examine which of the rivers was the St. Croix, we understood that Generals Lincoln, Knox, and Jackson, had come for that purpose who proceeded in a vessel to the mouths of the two rivers, without entering either, or landing within the British line, and on their return reported in favor of the eastern river or Magaguadavick. As at that time we were not separated from Nova Scotia, the agents for the settlement represented the matter to Gov. Parr, who assured them of His Majesty's protection. These assurances were renewed by His Excellency Governor Carleton soon after he took possession of the Government of New Brunswick: but what we considered more particularly added to our security was a letter from Lord Sydney to Gov. Parr, on the subject of the Boundary Line, a copy whereof was transmitted to us from Halifax, wherein assurances were given that His Majesty is determined to protect his faithful and legal subjects in the peaceable possession of their lands. Although we had at all times placed great reliance upon the promises of Government, yet that letter established in our minds a confidence which has remained unshaken till the publication of the Treaty which has excited an alarm, as we find ourselves thereby involved in very precarious circumstances respecting our landed property, and in a manner consigned for chance to decide to which of the two Governments we must be subject. . . .

The Scodiac is by far the most considerable river bearing the name of St. Croix; following its courses about — miles from the mouth it forks into two large branches, the one extending to the northward towards the St. John, called by the Indians Cheputnatecook, the other to the southwest, called by the Indians Scodiac, taking its source near that of the Penobscot. The Cheputnatecook is wider than the other at its mouth, but is neither so long nor so deep. The British Surveyors who have explored these two branches, decide in favor of the westernmost as the true Scodiac, indeed the Indians who pass and repass at all seasons giving that branch the same name with the main river supports this decision; but the American Government appears disposed to claim the

Cheputnatecook as the main branch, provided the Magaguadavic is not allowed as the boundary line. . . . This country abounds with pine, spruce, hemlock, maple, beach, oak, ash, and elm timber, the resources of which appear almost inexhaustable, particularly the pine, as notwithstanding the immense quantity of pine lumber exported during our residence here, several cargoes of masts, yards and bowsprits for the Royal Navy within the last two years, have been procured within a very small distance from the shore, with great ease and at trifling expense. . . . American vessels have loaded in the Scodiac River with cargoes of British lumber which has been carried to different ports in the states, and used for home consumption, being of a superior quality; and the contractors for building the new State House at Boston have found it more convenient to procure the chief part of their wooden materials from us, than from any of their ports less distant. . . . However we continue to place our firm dependence upon His Majesty's most gracious promise, and should the report of the commissioners so operate as to transfer our possessions over to the American jurisdiction, we fully trust in the justice and generosity which the British Government have evinced on all former occasions, will be extended towards us, and that full compensation will be made for every loss and injury which an unfortunate chance of circumstances may produce.

The letter from Lord Sidney to Governor Parr, referred to, was dated at Whitehall, March 8, 1785; and from it are made the following extracts:—

The plans made use of by the commissioners at the time of negotiation published by Mitchell in the year 1755 seem to be so inaccurate, that no sort of dependence can be placed upon them, for ascertaining which of the rivers could be meant as the said boundary, for neither of them are correctly laid down, but it must naturally be concluded that when one of the two rivers of the same name with the distinction only of Great St. Croix is to be fixed upon as the boundary, and such distinction shall not have been particularized, the preference must of course determine in favor of that river which shall happen to be the most considerable. . . .

His Majesty's ministers can by no means admit that the river fixed upon by Mr. Hancock can be considered as the line of separation between the United States and the territory still remaining in His Majesty's possession; and although the King is equally disposed to cultivate that peace and harmony which for the mutual advantage of this Kingdom and the United States ought to subsist, yet His Majesty feels himself called upon to refuse a compliance with the requisition which has been made for the removal of his subjects now in possession of lands on the western side of the Little St. Croix and between that and the Greatest St. Croix or Schudiack, which latter must be considered the line of separation, and His Majesty is determined to protect his faithful and loyal subjects in the peaceable possession of these lands. I shall write to Gov. Carleton by this opportunity fully on the subject, to enable him to reply to Gov. Hancock's letter, and His Majesty's ministers will be ready to take such further steps as may be necessary for settling this dispute in the most amicable way, and such as I hope will prevent any doubts or inconveniences arising in future upon this disagreeable subject.

A not inappropriate title for these sketches would be "The Hunt after a Lost River." There are streams in the world known as lost rivers,—well-defined watercourses which, after flowing across the country, leap out of sight into some rocky chasm or fade away among desert sands. But not so did the St. Croix of the Acadian discoverers disappear. It was known to be somewhere extant, and had simply lost identity and strayed away. The American commissioners at Paris found upon the map which had been brought from England by the British agents a river of that name distinctly shown as the most eastern of the streams entering the Bay of Passamaquoddy; and, as this position was well sustained by local evidence, the government of the United States claimed that it should be made the boundary line. The British government, without disputing the fact that this easternmost river was properly called the St. Croix,

claimed that it was not the only river of that name entering the same bay, there being another larger and more important stream which should be considered the St. Croix of the treaty. When De Monts and his fellow-voyagers sailed up the River of the Etechemins, as they called it (now known to us as the Schoodic), they gave to the island where they made their place of habitation the name of the Isle of St. Croix, because the spreading branches of the river farther up came together in the form of a cross. As has been already stated, for a century and a half afterward this was apparently a forgotten region; and the historical facts which gave the place its name passed into oblivion. In the mean time, as it would seem, some later French voyagers had visited the Magaguadavic, and, as was the custom at the time with discoverers sent out by Catholic governments, had set up a cross on Point Megique, at the mouth of the river, as a symbol that the Church, as well as the sovereign, claimed jurisdiction over the region. From this cause, the river itself came to be known as the St. Croix; and thus was introduced the confusion which it required so much diplomacy to unravel.

Apparently in the earlier stages of the controversy about the identity of the St. Croix, neither of the disputants apprehended the real origin of the name, or was aware of the conclusive evidence in favor of the position of the British government which the French archives would afford. Had it been otherwise, Lord Sidney's claim that the Schoodic was properly the boundary line would have been placed upon some firmer basis than merely that it was a larger river of the same name as the one which the commissioners, who arranged the treaty with a British official map before them, supposed to be the true St. Croix. And eleven years later, at the interview with the Indians at St. Andrews, the English agents seemed most anxious to find evidence that the cross originally set up at the mouth of the Magaguadavic had

been removed to St. Andrews Point, or another one erected there, as though in such event was to be found the reason of applying the name of St. Croix to the Schoodic.

In the expense accounts of the commission of 1794 appear considerable items for cost of collecting at Paris records of the early French discoveries, and copying and translating them. From these histories and reports of travel by Charlevoix, L'Escarbot, and Champlain, new light was gained upon the matters in dispute. The close way in which the British agents cross-examined Frost and Ricker, two of the American witnesses, in reference to the abundance of alewives and other fish found at the foot of Schoodic Falls in May and June, and showed that no large quantities of these fish were taken on the Magaguadavic, has been noticed. This brought out a most important item of evidence in favor of the identity of the former river as the St. Croix of the French discoverers, in which, as their records show, a similar abundance of fish appeared in spring and early summer. "Champlain's Voyages," published at Paris in 1613, gave a carefully drawn map of the island and vicinity, and a view of the buildings which were erected in 1604 for the shelter of De Monts and his associates. An English reprint of these "Voyages" has been published by the Prince Society of Boston, with fac-similes of the original illustrations; and the engraved copy of the last-named sketch which is furnished for this paper enables the reader to see exactly how the first habitations ever erected by civilized people in this part of the country appeared. They were placed on the upper part of the island, occupying about one-half of its area. At the lower end was a battery with mounted cannon, the chapel, their place of worship, and the little cemetery in which before summer came again so many of the number were destined to find their last resting-place.

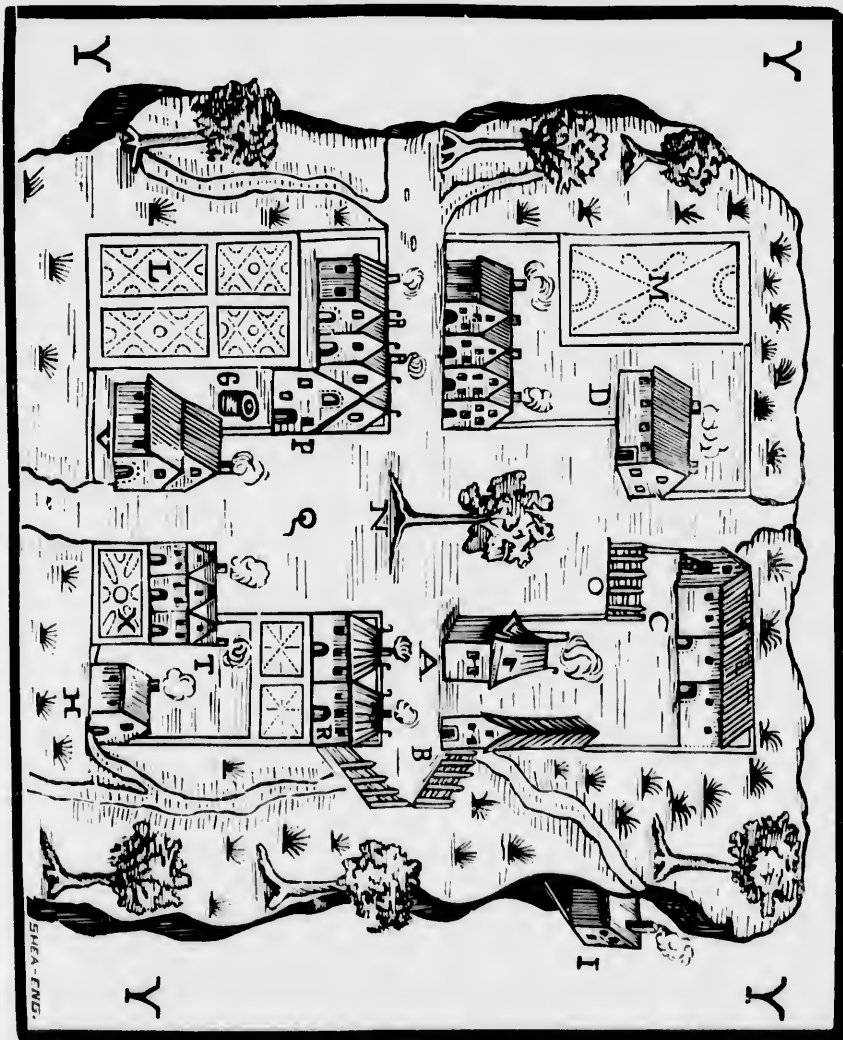
To prove that Doucett's Island was the true Isle of St.



A - the
storehouse,
bread was in
P - dwelling
dwellings.

HABITATION DE L'ISLE STE. CROIX.

(From "Champlain's Voyages," published at Paris A.D. 1613.)



A - Dwelling of Sieur de Monts. B - Public building where we spent our time when it rained. C - The store-house. D - Dwelling of the guard. E - Dwelling of the carpenters. G - The well. H - The oven where the bread was made. I - Kitchen. L, M, X - Gardens. S - Place in the centre where a tree stands. O - Pallisade. P - Dwellings, the Sieurs l'Orville, Champlain, and Champadore. V - Dwelling of our captain. Q, R, & T - Other dwellings. Y - The river surrounding the island.

Croix, the same methods were adopted which Schliemann and other noted archæologists of our day are employing in identifying the sites of ancient cities, and the following statement of Judge Pagan shows with what satisfactory results :—

Robert Pagan declares that having obtained a plan of St. Croix Island said to have been published in Paris Anno 1613, and having compared it with the shore, coves, and points, of the Island laying a few miles below the mouth of the Scudiac River at the Devil's head, commonly called Doceas Island, and also with the shore &c. of the main land westward and eastward of it as laid down in that plan, and having found a most striking agreement between every part of these shores, coves and points and that plan.

He on the 7th day of this instant July went to said Doceas Island accompanied by William Cookson, Thomas Greenlaw, Nehemiah Gilman and John Rigby for the purpose of making further discoveries there.

On the north end of said Doceas Island where in the plan above mentioned the French buildings are laid down, he found four distinct piles of ruins agreeing in their situation and distances from each other with the spot at A as laid down in that plan, and these four piles of ruins are directly abreast of the long sandy point at low water in said plan.

On examining these piles he found them considerably raised above the general level of the ground around them, some parts of them covered with roots of trees and windfalls, and all of them with mould and rotten leaves from six to eighteen inches deep.

On further examining he discovered distinctly several tiers of stone in each of the piles, laid in clay mortar one on the top of another. The clay is perfectly distinct from the stone, and of the usual thickness (between the tiers of stone) of mortar made use of in laying stone or brick at this day. In some parts of these ruins the clay is as soft and perfect as if newly dug out of a pit, and on other parts it appears as clay does in chimnies where fire has been, and there are evident marks of fire on the stones in many places.

In digging he found charcoal in a perfect state only it was easily

crumbled to pieces in handling, he also found part of a stone pitcher in full preservation.

On one side of one of the piles he discovered a number of bricks so laid together as to convince him that a large oven had formerly been built there. All these bricks are in a tolerable state of preservation.

He further declares — That on the 18th day of this instant July being at said Doceas Island on a party of pleasure with a large company, part of the company went with him to view the ruins above described, and on further examination in presence of John Brewer, Esq., The Rev. Mr. Andrews, Daniel McMasters, Esq., John Campbell, Donald McLauchlan, Donald Grant, William Pagan and Thomas Pagan, he uncovered another pile distinct from the piles found on the 7th inst., which they found to be laid in clay mortar with tiers of stone in the same manner as the first four piles are laid.

In digging with a spade for a few minutes near one of these piles they turned up a metal spoon, a musket ball, a piece of an earthen vessel, and a spike nail, all of which bore evident marks of having laid a long time under the surface.

He further in presence of these gentlemen discovered on that part of the island agreeing with the spot in the plan between A & B a ledge of rocks extending from the middle of the island towards the shore on each side a considerable breadth, in many places the rocks are some height above the surface, and in other places is lightly covered with earth and leaves.

This deposition is signed by Robert Pagan, and sworn to at St. Andrews, July 20, 1797, before Daniel McMasters, Justice of the Peace. It will be noticed that Judge Pagan places the mouth of the river above the island.

Thomas Wright, his Majesty's surveyor-general for the island of St. John (now Prince Edward's Island), also testifies that on the eleventh and twelfth days of October, 1797, he examined the remains of habitations on the Isle de St. Croix, or Bon Island; and his survey was more systematic. He found lines of walls, and piles of bricks, evidently tum-

bled chimneys, and above them standing trees, ten or twelve inches across the butt, and windfalls eighteen or twenty inches in diameter, showing the great antiquity of the ruins. Samuel Webber, afterward president of Harvard College, who accompanied the commissioners, also examined the ruins, and reported that they were undoubtedly the relics of De Monts's fortifications. Several years ago, some cannonballs were dug from the soil of the island, evidently left there by the early French occupants; and one of these, which came into possession of Peter E. Vose, Esq., of Dennysville, was deposited in the collection of the New England Historic-Genealogical Society at Boston, where it still remains.

This historic island has had various names,—Muttaneguis, St. Croix, Bon, Doucett's or Doceas, and, in modern times, Neutral Island. The origin of the name by which it is most commonly known does not appear, unless it comes from John Doucett, governor of Nova Scotia in 1720. It ought to be called De Monts Island, for surely there should be preserved somewhere in the region the memory of the leader of the expedition which first opened it to the civilized world. Champlain, who was one of his subordinates, has had better fortune; and the beautiful sheet of water which he discovered on a later expedition is his undecaying monument. Another of the party was Sieur d'Orville; and it has been suggested that the name of Devil's Head, as applied to the bold promontory on the shore above, is a corruption of his name.

The evidence of the early French records proved conclusive as to the identity of the Schoodic with the St. Croix, but the exact location of its mouth as well as its source remained to be settled.

The cross-questioning of the British agents as to where whales and grampuses were to be found was for the purpose of showing that sea and bay extended well up; and, as has been seen, the claim was made on their part that the mouth

of the river was above Devil's Head, where Oak Bay widens out, and that the source was to be found at the head-waters of the western branch, off in what is now Penobscot County, which would have carried the eastern boundary line of the United States many miles to the westward of its present course.

The decision of the commissioners was finally made at their last meeting at Providence, R.I., Oct. 25, 1798, and the declaration published that the Schoodic was the St. Croix of the treaty, which was to form part of the boundary line, with its mouth opposite Joe's Point, one mile north of St. Andrews Island, and its source at the head-waters of the Cheputnatecook or Chibnitcook, as it is variously called. The identity of the river was in accordance with the British claim, the location of its source and mouth against it.

A good deal of time has been devoted to a single period in the history of the boundary disputes, because, until the writer began the investigation of which the results appear in these sketches, the subject was quite obscure to him, and he has been led to think that it might be the same with others. But of the later history it will only be necessary to touch upon a few prominent incidents as the series is brought to a close.

The decision of 1798 settled one item of dispute, and fixed the location of the river St. Croix from its mouth to its source; but there still remained troublesome problems for future controversy. The agent of the American government urged the commissioners to continue the boundary line from the mouth of the St. Croix to the sea, so as to settle the nationality of the islands in Passamaquoddy Bay. But it was decided that, having determined which river was the true St. Croix, and marked its mouth and source, their authority was exhausted. The President of the United States, in communicating the decision of the commissioners to Congress in

his opening speech, Dec. 8, 1798, expressed the opinion that the adjustment of these subordinate questions would not be a matter of difficulty.

But this proved a mistaken confidence, and the people of Eastport were not allowed to forget that the government of Great Britain still claimed jurisdiction over their island. As appears by the town records, a town meeting was called on the 27th of July, 1801, "to consider on the situation we are in respecting the dispute between Great Britain, and the United States of America in regard to the claims of jurisdiction on Moose Island, and to take such methods for an explanation, as may be thought proper and expedient to quiet the inhabitants." When in 1808 Clark's Hill was being fortified by Major Lemuel Trescott, under whose direction Fort Sullivan was built there, Admiral Sir John B. Warren, and General Prevost, governor of Nova Scotia, insisted "that His Britannic Majesty still considered all the islands in Passamaquoddy Bay as belonging to New Brunswick, and desired to be informed why military works were erected on one of them by the American Government."

Further efforts were made to settle the disputes by negotiation; and on the 12th of May, 1803, a treaty was arranged between Lord Hawkesbury, representing Great Britain, and Rufus King, on the part of the United States, the first article of which contained the following provision:—

The line hereinafter described shall and hereby is declared to be the boundary between the mouth of the river St. Croix and the Bay of Fundy; that is to say—a line beginning in the middle of the channel of the river St. Croix at its mouth (as the same has been ascertained by the commissioners appointed for that purpose), thence through the middle of the channel between Deer Island on the east and north, and Moose Island and Campobello Island, on the west and south, and round the eastern part of Campobello to the Bay of Fundy; and the islands and waters north-

ward and eastward of the said boundary, together with the island of Campobello situate to the southward thereof, are hereby declared to be within the jurisdiction, and part of His Majesty's Province of New Brunswick; and the islands southward and westward of said boundary, except only the island of Campobello are hereby declared to be within the jurisdiction, and a part of Massachusetts, one of the United States.

The reader will notice the peculiarity of the description, which makes the boundary line go out between Deer Island and Campobello, so as to give the United States equal access through the main channel to the sea, and then remands Campobello into British territory.

This was an attempt to correct the unnatural arrangement by which the boundary line between two great nations was forced through a narrow obstructed passage, to the avoidance of the natural outlet to the sea opening broadly out close at hand,—an arrangement which has remained a perpetual puzzle to new-comers to this day. It originated in that provision of the treaty of 1783 by which all islands heretofore within the jurisdiction of Nova Scotia were to remain British territory; and, whatever uncertainties might be connected with other islands of the vicinity, there could be no dispute about Campobello, which was granted by Nova Scotia to William Owen in 1767, and, by a law in that province, courts of justice were established there in 1770.

Had this treaty of 1803 been carried into effect, many future disputes would have been avoided; and, even if Great Britain had considered it worth while to occupy Moose Island during the next war, it must have been promptly given up at its close. The second article also provided for a commission to decide the position of the north-west angle of Nova Scotia, on the same plan as that which settled the identity of the St. Croix; and at that early period, when the region in dispute was practically an unknown wilderness, there would probably

have been little difficulty in coming to an amicable agreement on a matter which, when later years and growing interests had added vastly to its territorial importance, became a source of most serious controversy. However, the Senate of the United States failed to ratify the treaty on account of some provision in the eighth article in reference to the boundary line at the north-west. Dec. 31, 1806, Messrs. Monroe and Pinkney, on the part of the United States, concluded a treaty with the British government, in which the boundary line on the eastern frontier was agreed upon in nearly the same words; but President Jefferson, disliking some of the provisions which it contained, did not submit it to the Senate, and so matters were allowed to drift along in the same unsettled condition.

In the mean time, various causes of disagreement were tending toward open hostility between the two nations; and on the 18th of June, 1812, war was declared by the United States. During the next two years, amid the varying fortunes of the war, the people on both sides of the frontier had generally refrained from hostile acts against their neighbors, not greatly disturbed by the echoes of the combat going on at a distance; and it was not until after steps had been taken to bring the contest to a close that the war came to their doors. The Emperor of Russia had offered his services in bringing about a reconciliation between the contestants; and in May, 1814, the American commissioners to Ghent set sail for Europe. Two months later, on the 11th of July, 1814, a British fleet, commanded by Admiral Sir Thomas Hardy, having on board a large military force under command of Lieutenant Colonel Pilkington, appeared before Eastport and demanded its surrender. As the small force at Fort Sullivan, under command of Major Perley Putnam, was in no condition to repel such an attack, the British were allowed to take possession, which they did in a style indica-

tive of their purpose of permanent occupation as a part of the British empire. The next day, Lieutenant Colonel Fitzherbert sent a letter from St. Andrews to John Brewer, of Robbinston, brigadier general of the militia of Maine, stating, by order of General Sherbrooke, that the object of the present expedition was to take possession of the islands in Passamaquoddy Bay, as being within the British line, and that there was no design to carry on offensive operations against the people resident on the main, unless their conduct should provoke severities.

When the diplomatic representatives of the two nations had assembled at Ghent, and entered upon the consideration of the terms of peace, the Americans insisted upon the immediate restitution of Moose Island and its dependencies. They were met with the claim that these islands belonged by right to the British government,—as much so, said one of their commissioners, as “Northamptonshire, an interior county of England”; and, finding that further persistence on their part would have prevented the termination of the war, Mr. John Quincy Adams and his associates consented that the possession of England might be continued until commissioners, appointed under the treaty, should decide the question.

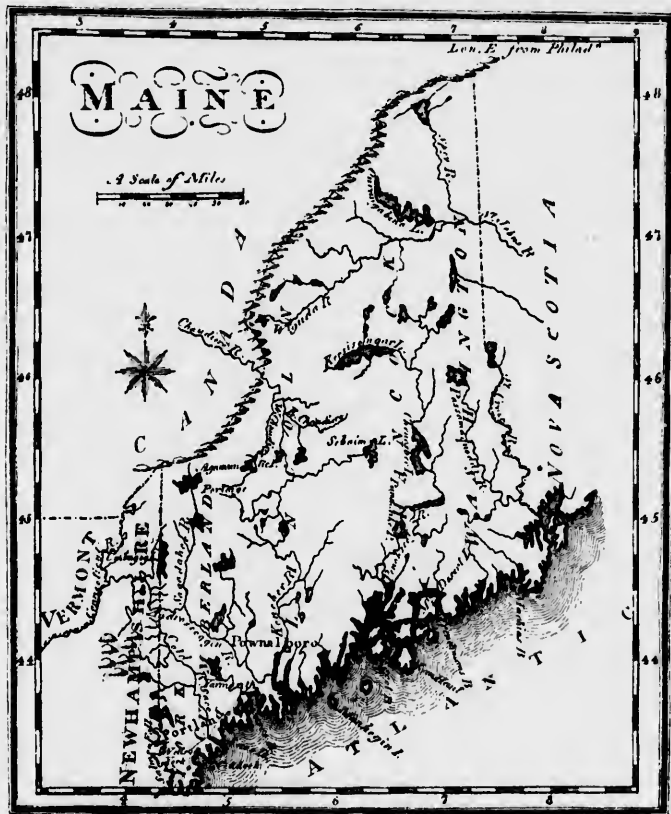
The treaty of Ghent was signed Dec. 14, 1814; but it was not until 1816 that the commissioners were appointed under the fourth article, and these were Thomas Barclay on the part of Great Britain, and John Holmes, of Alfred, in that part of the State of Massachusetts known as the District of Maine, for the United States. Mr. Barclay, it will be remembered, had served his king on the commission for settling the identity of the St. Croix; and that government also adhered to its policy of employing in such service those who had received diplomatic training, and Ward Chipman, of New Brunswick, was again called to act as agent for pre-

senting their case. Associated with him was his son, also Ward Chipman, and, like his father, a graduate of Harvard College, a member of the class of 1805. John Holmes was a well-known American politician, and afterward represented the new State of Maine in the National Senate. The agent for the United States was James T. Austin, a Boston lawyer; and Jonathan D. Weston, of Eastport, was associated with him for the collection of evidence and other assistance.

The commissioners met first at St. Andrews, Sept. 23, 1816, and adjourned from time to time and place to place, until, at their final meeting at New York, Nov. 24, 1817, they rendered their decision. The American claim that the island of Grand Manan rightfully belonged to the United States, under the terms of the second article of the treaty of 1783, which had not been made very prominent before, was urged and sustained with a strength of evidence which seemed rather unexpected to the other side; and this had doubtless a good deal to do with their willingness to give up Moose Island, which their commissioners at Ghent considered to belong to Great Britain beyond dispute.

The decision was "that Moose Island, Dudley Island and Frederick Island in the Bay of Passamaquoddy, which is part of the Bay of Fundy, do, and each of them does, belong to the United States of America, and all the other islands, and each and every one of them in the said Bay of Passamaquoddy, which is part of the Bay of Fundy, and the Island of Grand Manan in the said Bay of Fundy, do belong to His Britannic Majesty in conformity with the true intent of the said second article of the treaty of one thousand seven hundred and eighty-three."

It has sometimes been claimed that, if the American case had been properly managed before the commission, Grand Manan might have been secured to the United States; and Mr. Holmes was subject to a good deal of criticism on that



This map of the District of Maine, copied from the United States Gazetteer, published at Philadelphia in 1795, gives the same boundary lines as Osgood Carleton's map, referred to on page 134; and, like that, makes the Magaguadavic River the St. Croix of the treaty.

account. The same complaint was made on the other side, because Moose Island was relinquished to the United States; and Judge Chipman, greatly annoyed by the attacks upon his fidelity and diplomatic ability, was obliged to remind his critics that they had little idea of the strength of the American position in reference to Moose Island or of the ability with which their claim to Grand Manan had been presented.

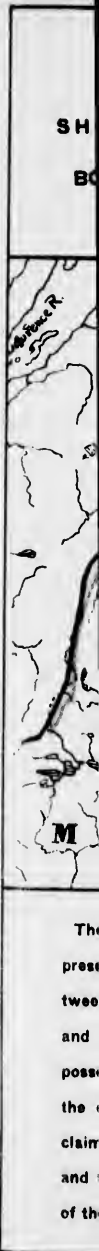
It was not until the following year that the decision of the commission was carried into effect; and on the 30th of June, 1818, after living for four years under martial law, ruled by officers of the British army, the citizens of Eastport saw the red-coats depart, and the stars and stripes again waving over their heads.

Thus closes another stage in the history of the complications growing out of the descriptive language of the second article of the treaty of 1783. But there still remains the North-eastern Boundary controversy, the most serious of them all. Its story—from the beginning to the culmination in that mustering of military forces known as the Aroostook War, and the final settlement under the Ashburton treaty, to which the assent of Maine was gained by methods at which men still shake their heads—forms a most interesting chapter in American history, and is to be found in the documents of the time; and many of its incidents are fresh in the memories of men still in active life. Whoever investigates the subject will learn that when, in the early stages, the British government discovered that the natural construction of the language of the treaty would carry the American jurisdiction frightfully near to the St. Lawrence, and leave the communication between their colonies restricted to a narrow isthmus, the suggestion was made of the desirability of such a variation of the line as might secure a direct communication between Quebec and Halifax, which would take only a small portion of unsettled territory. This proposal receiving slight

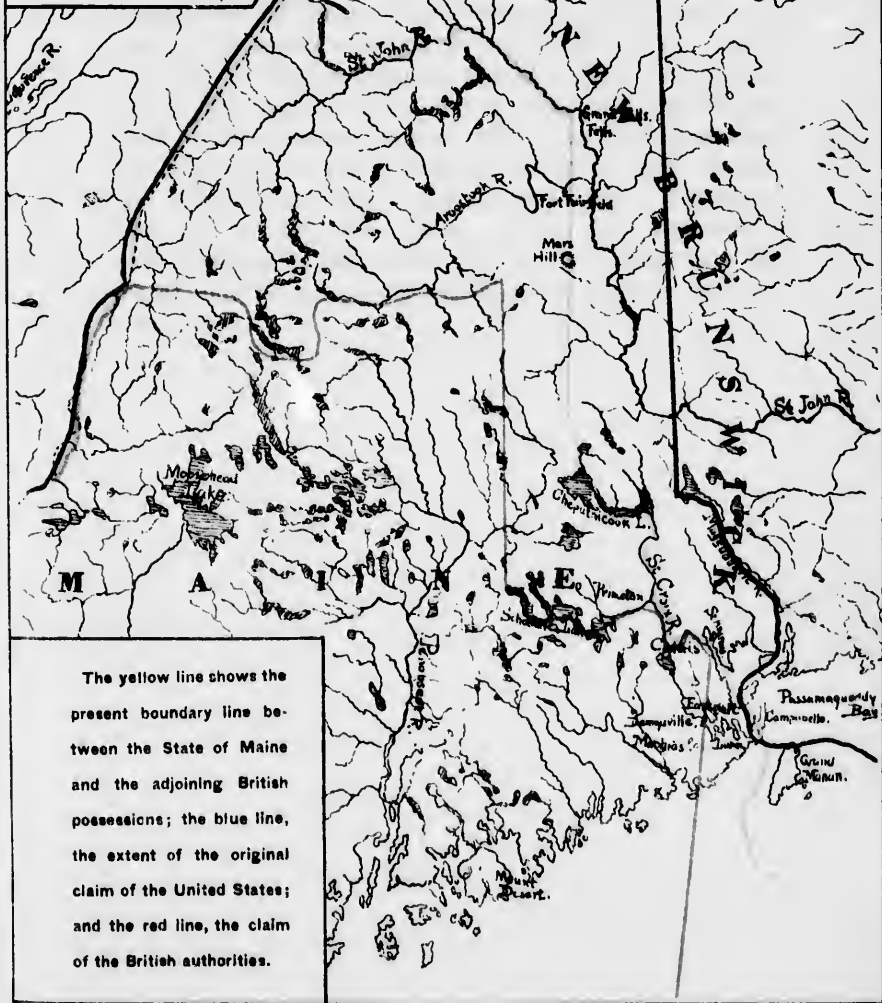
favor, it was hinted that there was much doubt whether the territory in question did not already belong to Great Britain. Then British geographers discovered that the waters of the St. John River did not empty into the Atlantic Ocean, and British surveyors found "the highlands which divided those rivers which empty themselves into the river St. Lawrence from those which fall in the Atlantic Ocean" in a solitary eminence known as Mars' Hill, a few miles north of Houlton; and by and by came the remarkable decision of the King of Holland,—to whom the location of the highlands was referred,—which (to use the construction put upon it at the time) placed those highlands in the bed of the river.

To one whose geographical impressions were gained from school atlases and Greenleaf's map on the wall at home, where the outlines of Maine at the north-east were carried to a sharp angle close up to the St. Lawrence, the current maps of the State, in spite of long familiarity, seem truncated and shorn of natural proportions.

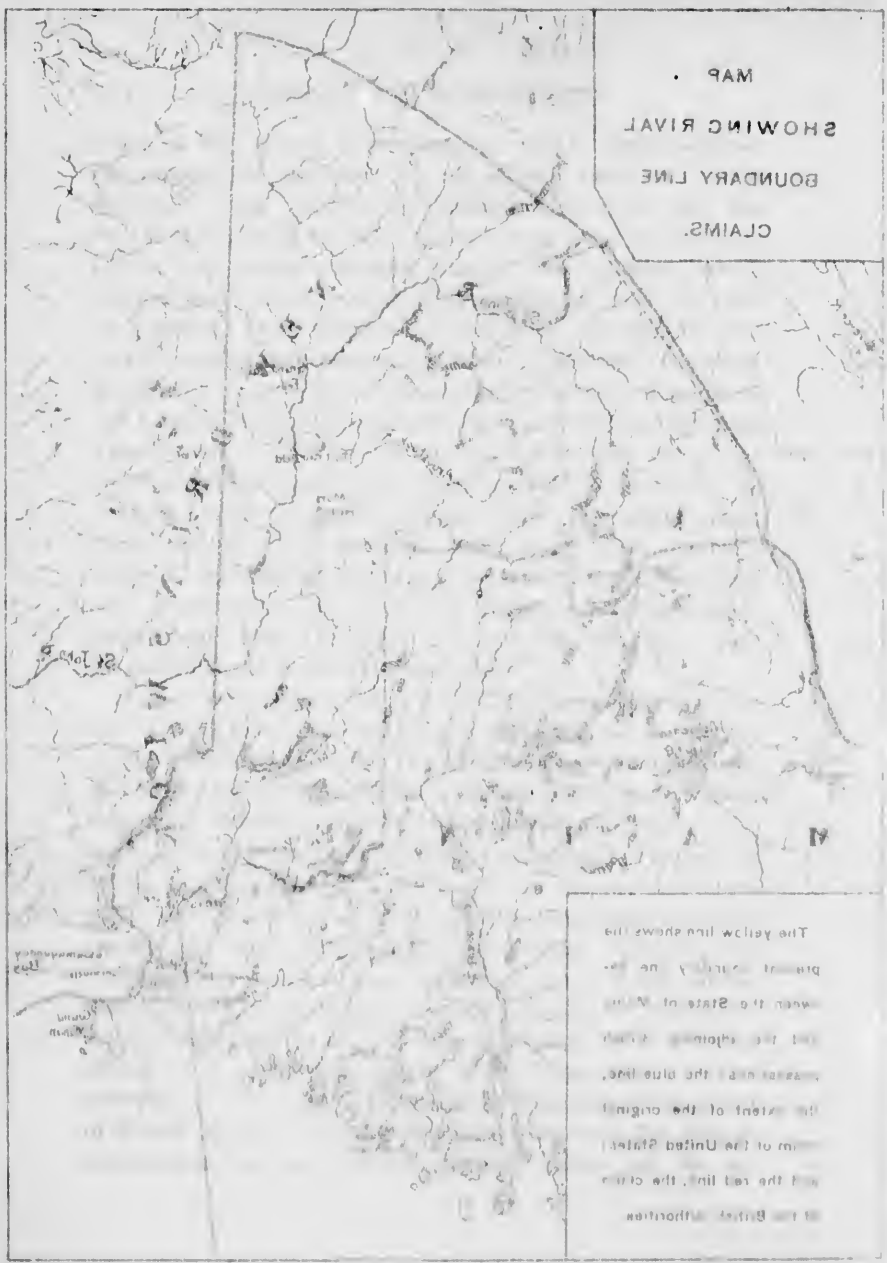
If one could have before him the State map of to-day,—at one side the same as it would have appeared had the claims of the United States been maintained in their completeness, and on the opposite another with its proportions pared down, in accordance with the British construction of the treaty,—the contrast would be quite striking. Sullivan's History of Maine, published in 1795, has a map by Osgood Carleton, which shows the State (then district) in accordance with the American claim. The Magaguadavic is the St. Croix, and the boundary line running through it to its source leads directly north till it meets the highlands well up to the St. Lawrence, and follows along those highlands in a tolerably direct course to the head-waters of the Connecticut; and its extension at the shore would reach out and include the island of Grand Manan. A map in accordance with the British construction will need to be specially drawn for the oc-



MAP
 SHOWING RIVAL
 BOUNDARY LINE
 CLAIMS.



MAP
SHOWING RIVAL
BOUNDARY LINE
CLAIMS.



The yellow line shows the
 present state of the
 river to the State of Virginia
 and the adjoining states
 crossed and the blue line
 the extent of the original
 form of the United States
 and the red line, the claim
 of the British authorities

casion. Going up the Schoodic to the junction of the western branch, the boundary line would turn through the Grand Lakes to the source of that branch in the Penobscot County; then northward till it meets some elevation, some lower Mars' Hill, short of the affluents of the St. John; and then go zigzagging westward to the Canadian line. On the Schoodic, in the lower part of Calais, it would start off in a direct line for distant St. Mary's in Florida, reaching the ocean at Little Machias Bay in Cutler, and cutting off from Washington County the whole of Eastport, Perry, Lubec, and Trescott, and part of Calais, Robbinston, Pembroke, Edmunds, Whiting, and Cutler. In the map prepared for and published in this volume, these contrasted lines are placed side by side,—the glacial marks of sixty years of controversy.

CHAPTER III.

EARLY SETTLERS OF EASTPORT.

BY LORENZO SABINE.*

OUR town was once a possession of France. The first British subject who owned it was Sir Francis Bernard, one of the governors of Massachusetts, who obtained a grant of one hundred thousand acres on the waters of Passamaquoddy, of which Moose Island was a part. The northern limit of this grant was, as I conclude, the bluff headland in the St. Croix which is now known as the Devil's Head. Sir Francis, adhering to the crown in the Revolutionary controversy, which indeed commenced with him and his administration, lost these hundred thousand acres and the island of Mount Desert, under the confiscation act of Massachusetts; and the hopes which he had cherished of providing for his family failed. John, one of his sons, however, was a Whig; and one-half of Mount Desert was restored to him after the Revolution. Yet he seems to have attempted to settle on the lands which his father possessed in this vicinity. It is known that he went to Pleasant Point, built a hut of logs, and that he lived there some months with no companion but a dog. The fortunes of the young man were at the lowest ebb. His father was dead, his brothers Francis and Thomas were ruined and in exile, and the misfortunes of his family

*Mr. Sabine represented the town in the legislature of Maine in 1834-35, and a sketch of his life will be found in the chapter on the Political History. This fragment, published in 1847, was prepared as part of a history of the town on which he was then at work, though the plan was never carried out.

had saddened, perhaps deranged, his mind. He had been educated in affluence and in ease, and had mingled in the most refined society, when he came to Moose Island, and passed hence to the mainland in Perry. The only family here had never seen a horse, and did not know whether that animal had horns or was without them; while the only persons north of the island were a few men at the head of the tide-waters of the St. Croix, who were building a mill. Young Bernard cut down a small number of trees, became discouraged, and departed.

He lived at Boston awhile, but finally abandoned the country. He was Sir Francis's second son. Francis, the eldest, owned lands on the Penobscot which were confiscated, and died, I believe, without inheriting the title. But John, the settler at Pleasant Point, became Sir John Bernard, baronet, held offices under the British crown in Barbadoes and St. Vincent, and died in 1809. His brother Thomas, who graduated at Harvard in 1767, and who married a lady of fortune in England, succeeded to the baronetcy, and died in 1818. Sir Thomas was a gentleman of great benevolence, and did much good. I need pursue the fortunes of the Bernards no further. My notice of them shows that Moose Island was originally the property of a Tory, and that it passed to Massachusetts, our old, usurping, ambitious mother, under the confiscation act, which divested all the absentee adherents of the crown, in the Revolutionary strife, of their possessions. . . .

Though De Monts explored the St. Croix, and passed the winter on an island opposite Red Beach, Robbinston, sixteen years before the landing of the Pilgrim Fathers at Plymouth, I find no account of any inhabitants of European origin at Moose Island prior to the year 1688. At that period, as appears by a paper preserved in the Collections of the Massachusetts Historical Society, there lived in Passa-

maquoddy and St. Croix the following Frenchmen and their families, namely: St. Robin, his wife and son; one Lettrell; John Minns, his wife and four children; one Lambert; Jolly Clive and his servant; one Torza; and one Lena and his servant. It is highly probable that the number was subsequently increased, since in 1704 Messieurs Gourdon and Sharkee, two French officers, seem to have been here, and engaged in building a fort. The celebrated Colonel Church was here the same year, and made prisoners of a Frenchwoman and her children, and the officers named, their families, and domestics.* He also seized Moses Luttrell and his family, who lived on the mainland, and was probably the same mentioned as among the inhabitants in 1688. It would seem, too, that Gourdon and Sharkee resided somewhere on the main, and above the mouth of the St. Croix, inasmuch as Church, after ascending that river, had an affray with these gentlemen and persons serving under them, and fired upon and killed and wounded several. Gourdon may have been a man of consideration and property. Church certainly robbed him of some articles of value.

When, in 1713, France made a final cession of the possessions which now form the colonies of New Brunswick and Nova Scotia, the French undoubtedly abandoned Moose Island; and it remained uninhabited for a considerable period. Governor Belcher, of Massachusetts, explored our waters in 1734; † Richard Hazen made a survey of our coast in 1750;

* Once, when the late Samuel Tuttle was clearing a portion of the land on his allotment below Shackford's Cove, he came upon unmistakable evidences of a blacksmith's forge, blackened stones, ashes, and cinders; and the large growth above them showed them to be the remains of occupancy long years before. The late Captain James Waid told me that, when he was a boy, there was a depression in the field near his father's house on the up-island shore, which they always called the French Cellar.—κ.

† Rev. Thomas Prince, pastor of the Old South Church, Boston, with Hon. Josiah Willard, Esq., and Edward Winslow, Esq., sheriff of the county of Suffolk, accompanied Governor Belcher on this eastern expedition in July, 1734, in his Majesty's ship "Scarborough." Captain Durell "came to anchor (2 days from Boston) in the eastern,

and William Brattle, John Winslow, and James Otis came here in 1762, charged with the duty of ascertaining "Which is the true St. Croix?" and, as already stated, Sir Francis Bernard obtained a grant which included one island in 1765. But no account of a single person of the Saxon race is to be met with at either of these dates, as far as I can find; and I conclude that the island was inhabited for the first time after the French abandoned it by fishermen from the fishing-towns of Massachusetts, at the close of the Revolution.

At the commencement of the year 1784, the late Samuel Tuttle, Esq., and the late Captain John Shackford, and five other persons, with families, whom they found here, comprised the whole population of the island. In 1789, the number of families had increased to twenty-two, perhaps to twenty-four. I have been able to ascertain these names and the lots which they occupied, with some degree of accuracy, and as follows: Robert Bell, father of William Bell, Esq., of Trescott, on the land since Prince's and the salt-works; James Cochran, a native of Ireland, on the lot afterward owned by Captain William Billings and others, including Prince's Cove; Samuel Tuttle, a native of Lynn, Mass., on lot afterward owned by Captain John H. McLarren and others; John Shackford, born in Newburyport, Mass., on the lot between Shackford's Cove and Key Street; Caleb Boynton, also born in Newburyport, on the lot between Key Street and the aqueduct wharf property; William Clark, a native of Ireland, on the lot north of Boynton's, and including Little's Cove; John McGuire, a Scotchman, at Todd's Head; Joseph Clark, born at Great Island, near Portsmouth, N.H., on the lot divided between his heirs, Joseph and William, and to Carpenter, Sloman and others; William Gowdy, who also came from Great Island, on the

which is the main branch of Passamaquoddy Harbour in the Bay of Fundy." They went "ashoar," but could discover no inhabitants; "and the thick fog hindered us from searching for St. Croix river."

lot occupied in part by heirs of William Harris and others, and including Gowdy's Point; Henry Bowen, on lot afterward occupied by Alexander Capen and others; — Fenno, from Boston, on lot afterward Samuel Stevens's, Elijah Harrington's, and others; William Ricker, an emigrant from Steuben, Me., on lot afterward N. Phinney's, Nickerson's, and others; Stephen Fountain, a Tory or Loyalist, who came here from New Brunswick, on lot afterward owned by Jeremiah Edmunds and others, including Holmes's Hill; William Hammond, of Marblehead, a fisherman to the Grand Banks, on the lot afterward Paul and Thomas Johnson's, William Taylor's, and others; Paul Johnson, of Rowley, whose lot descended to his heirs; Derney, a native of Ireland, who soon after sold his lot to the late Moses Norwood, Sen., a fisherman from Cape Ann; Joseph Beaman, a Tory from New York, who lived on part of Fenno's lot; Solomon Mabee, also a Loyalist from New York, on lot near Fenno's; Richard Hall, a droll fellow, who went by the name of "Crocker Hall"; Samuel Coombs; Alexander Hackett, a Scotchman, who lived at Bowen's Cove, and whose widow was long known as "Granny Hackett"; and one Crow, a Tory, who, I suppose, came from New York.

Besides these persons, with families, several young unmarried men were residents of the island in 1789; but James Carter, an Englishman, who lived with Captain Shackford, Nathaniel Goddard, Esq., of Boston, and Captain Jacob Lincoln,* our well-known citizen, who is upward of eighty years of age, are all who are remembered by my informant. Few, married or single, designed to remain for life. Several were old fishermen; all depended upon fishing for support; and some had homes elsewhere, to which, after a short sojourn here with their wives and children, they intended to return.

* Captain Jacob Lincoln, a native of Hingham, Mass., and the last survivor of the original settlers and grantees, died at Eastport soon after these notes were written in 1847; and Mr. Goddard died at Boston.— k.

But various circumstances combined to prolong their stay from year to year ; and the saying that "all who after landing drank first of the water from Paddy Clark's spring* will live and die on Moose Island" owes its origin to the difficulties which they encountered whenever they designed to remove, since in pleasantry they attributed their continuance upon the island, half against their will, to a spell cast upon themselves and all others who frequented and tasted of that spring. Whatever was the charm or power which controlled their destiny, most of them, though at times much discontented, never changed their abode ; and when, in 1791, the island was surveyed by order of the General Court of Massachusetts, nearly all of them received grants of the lots which at first they occupied without title.† Bell, Cochran, Joseph and William Clark, Goudy, Hacket, Ricker, Johnson, Hammond, Norwood, Boynton, and Shackford died in this town, McGuire at St. Andrews, Bowen at Perry, Beaman at Deer Island, Mabee at Campobello, and Tuttle at St. Stephen. Fenno, Denny, Hall, and Crow removed ; and their fate is not known.

* This spring, famous in the early history of the island, is situated on the land of Mr. William Clark, on the west side of Water Street going up from the hollow, opposite the Judge Burgin, afterward the Peavey, and later the French place, where Mr. Corthell's house now stands.—κ.

† See Appendix A.

CHAPTER IV.

MOOSE ISLAND.

OUTLINE OF AFFAIRS DURING THE RESTRICTIVE MEASURES OF THE
UNITED STATES WHICH PRECEDED THE WAR OF 1812, AND
TO THE CAPTURE OF THE ISLAND, JULY 11, 1814.

BY LORENZO SABINE.

“Tis Sixty Years Since.”—*Waverley*.

“SIXTY years since,”* to use the title-page of Scott’s earliest novel, Eastport was one of the most noted places in the country. But its fame was of a kind which no people should desire; for the general impression was that its inhabitants were bold and reckless men, and earned their support by sheltering, and sharing the gains of, adventurers, smugglers, and gamblers.

In some respects, it must be admitted that public opinion was right. Here, as in other frontier towns in the United States, an extensive contraband trade was carried on for several years, almost with impunity; and, while this trade flourished, and strangers flocked here to engage in it, the state of society was lamentable.

The embargo laid by Congress in December, 1807, gave an impulse to the illicit trade with the British colonies which our government vainly strove to check, and which, finally, evading every means adopted to suppress it, became immense, and attracted the attention and capital of merchants and ship-owners even as far south as Virginia.

England at this period, it should be remarked, held fast to the commercial policy which she adopted in the time of

* This paper was published in 1872.

Cromwell, and refused to us and to all other foreign powers any and all direct intercourse with the colonial possessions, except at moments of calamity, when certain enumerated articles were admitted, for a few days or weeks, into the ports of some one of her suffering colonies in this hemisphere. Yet these colonies had always received their bread-stuffs, naval stores, and salted meats from the United States by long and circuitous voyages, which employed both American and British vessels,—the first to transport them from the places of production to the West India Islands of Sweden or Denmark, when they were transferred to the other, and carried to the markets of consumption. Occasionally, supplies for the planters of the British islands had been bought here, and the exchanges made in the waters of the Passamaquoddy “on the lines”; but the “Neutral Islands,” above mentioned, had been preferred, generally, by persons of both flags who engaged in the business. The embargo caused an entire change. That law, for the instant, though the coasting trade was still free, seemed to put an end to all further trade with the British planters; but, as they still depended on the United States,—as, too, additional legal obstacles to dealing with them had served to enhance the prices of the commodities which they wanted, and as the American producers still raised these commodities for export,—a way was soon devised to continue an intercourse so beneficial to both sellers and buyers. This device consisted merely in shipping to Moose Island, which was lawful, the articles that, under the former restrictions, had been carried to the Swedish and Danish islands.

Once upon the frontier, it was supposed — rightfully enough — that persons would be found to purchase these articles, and to get them across to the opposite or British shores. British statesmen gave a prompt and efficient aid to the plan. In May, 1808, the ports of New Brunswick and Nova

Scotia were opened for most kinds of American produce ; and Eastport became, of consequence, one of the busiest towns in the Union. In less than a month, large quantities of flour arrived in the harbor ; and fourteen vessels with full cargoes were at anchor at one time, even before the 1st of June. Still later in the season, thirty thousand barrels of flour were received in a single week. During the summer and autumn, quite one hundred thousand barrels more arrived ; while the whole quantity for the year was one hundred and fifty or sixty thousand barrels, at the lowest computation. To store or protect these extraordinary receipts of flour in the ordinary manner was not possible. Suitable buildings for the regular trade of the country were hardly to be found ; and no spacious, safe, or convenient wharf had been erected. Piling places were made, therefore, on several of the beaches above the reach of the tide, and upon the adjacent uplands. Nearly all the sites selected were between Prince's Cove and Todd's Head, for the reason that trips to Indian Island and to Campobello were easiest, shortest, and safest from the front of the island.

Besides the flour that was shipped to Eastport, several cargoes were landed in creeks and by-places along the shore, between West Quoddy and the entrance to Machias River, as affording the best opportunities for communicating with British subjects on the island of Grand Manan. Little River, without a storehouse or other proper building, and inhabited by only eight or ten indigent fishermen, was the principal mart west of the frontier ; while Robbinston, alike destitute of suitable shelter for merchandise, was still a place of deposit for purchases at St. Andrews. Little River and its neighborhood excepted, every depot was within two or three miles of British territory. To that territory, the owners and agents of these large quantities of flour determined their property should be transferred, by fraud or by force ; and

there were desperate men among them. The officers of government—of whom there was soon a host—were arrayed in arms to defeat their purpose. Sentinels in the pay of the collector of customs were stationed within twenty or thirty rods of one another, upon the headlands and other look-out places. The compensation to most was small, as appears by the accounts; but between April, 1808, and September, 1809, the collector expended the sum of \$17,581.82 for the payment of the persons whom he employed to carry out his instruction to enforce the Embargo Act. Nor was this all. In May, 1808, the sloop of war "Wasp," Captain John Smith, arrived with a company of troops; the frigate "Chesapeake,"—that ill-omened ship,—Captain Stephen Decatur, —that ill-fated officer,—was sent here after the departure of the "Wasp"; and two and even four gunboats were stationed in our waters. Every building, every pile of flour, was guarded. Boats and barges from the vessels of war were kept constantly on the alert; while on shore the collector finally demanded the keys of the stores, and would permit no person to enter the depositories unless in the presence of an officer. But the flour disappeared. There was, indeed, no such thing as keeping it here on the American side, in piles in the open air, or even in buildings, where it was worth only five dollars per barrel, when it could be sold for twelve dollars two miles off across the harbor. At first, the price of smuggling was but twelve and a half cents; but, as the risk increased, the price advanced, and finally rose to three dollars the barrel. Boats of almost every imaginable size and condition, and even Indian canoes, were kept employed; and, sometimes, one man earned for his own labor and the use of a small boat the sum of forty-seven dollars in twenty-four hours, which was paid him in "hard money." The smugglers worked under cover of the night and of the fogs, and said they knew why fogs were made. They skulked

about the rocks, and hid themselves in the indentations of the shores. They had other helps; for the men who were appointed to watch their movements became—to follow the common accounts—their allies, and favored their unlawful enterprise. Persons who intend to measure their words have assured me that every man in the pay of the government, three excepted, would take hush-money, and that even these three would retire or go to sleep while on duty to oblige a friend. But, however this may be, it is certain that corruption was not unknown, and that individuals were false to their trusts. Indeed, as goes the story, it was the practice of some of the guards or sentinels, at one time, to allow the free-traders to carry off all the flour they pleased, on payment of a stipulated sum for each barrel. The price sometimes paid was fifty cents the barrel; and it actually happened that men, hired and sworn to prevent smuggling, counted the piles of flour under their particular charge, to ascertain whether the smugglers or owners rendered them accurate accounts of the quantities which they took away. It is related, also, that, after sellers and buyers had arranged the price and terms of sale, there was often a difficulty between them as to the party found to bribe and pay the sentinels. I am not satisfied, however, that so thorough corruption was general or that the sweeping charges of unfaithfulness to which I have listened are strictly true. The collector—whatever were his deficiencies in capacity and habits of business—was not wanting in zeal, and owed his ruin, I am led to conclude, to his ill-advised endeavors to suppress the trade. I knew him in his poverty and old age, and was in a situation to hear him relate the vicissitudes of his life. Nothing seemed to soothe him more than his recollections of Albert Gallatin, with whom he was associated in his youth, and of whom I used to lead him to speak when his spirits were greatly depressed.

Against the commissioned officers of the army and navy, no well-authenticated accusations, as far as my knowledge extends, have ever been sustained. That the soldiers who deserted from the post had taken bribes when on duty may be admitted, as a matter of course. The collector received persons into his service whose habits rendered them needy, and who had never been trustworthy; and thus, undoubtedly, yielding to the temptations which beset them, they were paid by both sides.

Still, if, as has been often affirmed, all or most were false on the land and some on the water, why was it necessary for smugglers to overawe the sentinels with threats of violence? Why—to allow some sham cases—were servants of the government seized, bound, and confined? Why did the free-traders wear arms? Why did the guards on shore and the barges of the vessels of war fire so frequently at the boats engaged in smuggling? Why were there so many extraordinary feats of skill in rowing, between the pursuers and pursued? and why were a British sloop of war—the “Squirrel”—and the cutters “Pogge” and “Hunter” stationed across “the line,” to protect and succor the latter as soon as they passed into British waters?

How did it happen that the “Wasp” captured fourteen boats laden with merchandise, in one night, though a British armed brig and a schooner were moored off Campobello, with their decks covered with flour that had been carried safely across, and were ready to interfere and open their fire upon the first pretence of violated jurisdiction? How did it happen, too, that on another occasion the boats of the “Wasp,” which were despatched up the Passamaquoddy, were compelled to a hasty return to the ship, overpowered by those whose movements they were sent to watch? Again, if every man could be bought or sent to bed, on payment of hush-money, or to oblige a friend, why were there so many ingen-

ious devices to elude the vigilance of the various grades of persons who were engaged in the preventive service?

Four vessels which arrived here, rather than incur the risks of unloading and transporting their cargoes in the ordinary way, preferred, after entering at the custom-house, to depart to the British colonies without their papers, and never to return to the United States. Others, when flour sold in Jamaica for twenty-five dollars the barrel and lumber for seventy-five dollars the thousand feet, adopted the pretence, after arriving here, of being "blown to sea in heavy gales," and of being "driven to the West Indies by successive storms," where they sold their cargoes "in distress." Still further, there were many and bitter quarrels between the merchants and the collector, in some of which the parties hardly refrained from blows. One instance will be related. This functionary, suspecting that one of the citizens had in his store a quantity of flour which he meant to send over to the British side, entered his place of business, accompanied by Captain Smith of the navy and Captain Swett of the army, with a band of men within call, and demanded the merchandise in the name of the government. The merchant was known to be a man of spirit,—hence the array of officials, and underlings to do his bidding. The demand was instantly, and most positively, refused. High words ensued between all. The merchant, conscious that, whatever were his designs, as yet he had violated no law, declared his intention to stand for his rights to the extremity, and, facing the demandants, thus addressed them: "Gentlemen, I am here on my own soil, in defence of my own property, and—as you have seen fit to conduct—of my personal honor. Heed me, then, when I say, as I now do, that no man, be he who he may, touches a barrel of this flour except at the peril of his life. I have said: now take care of yourselves." Awed, the officers retired to consult upon the course the

affairs had taken, and finally, calling away their men, departed ; though, in the outset, so determined had they been to effect their purpose that they had hauled a vessel upon the beach to receive the flour, and placed soldiers and sailors on the spot to commence the removal.

This rapid survey, while it shows the spirit and transactions of the past, shows also that the narrations of those who participated in them are somewhat exaggerated. As all the world knows, the tales of smugglers and fishermen are always long and frequently adorned. And, besides, matters that are correctly stated at first seldom lose in point or gain in accuracy by the lapse of years. In the transmission from person to person and from one generation to another, suppositions and conjectures easily and almost imperceptibly become changed into verities, with date and circumstances. Some of the stories which show the peculiar nature of our commercial history during the embargo are, however, to be received without allowance ; and it is from such that I have endeavored to convey a general idea of the occurrences and state of society at the time.

It is remarkable that, in the numerous affrays and collisions, neither officers nor smugglers were killed. Whatever was the remissness of the sentinels and guards on shore, the use of fire-arms on the water was frequent. One person, in whose statement the utmost confidence is to be placed, has assured me that twenty-one bullets were fired at him in the course of a single chase ; and a second smuggler, equally entitled to credit, relates that, while in pursuit of him, eighteen guns were discharged from the government boats before he crossed "the line" into British waters. Nor were these shots fired at random, for the mere purpose of intimidation or show ; since it is affirmed that direct aim was taken, and that most of the balls passed through the sails or between the masts, or struck the water within a few yards or feet of the boats.

There was one affair, however, in which human life was taken by the free-traders. The circumstances appear to have been these: Finding that, with all the force employed, smuggling was still continued, a final effort was made to put an end to it by refusing to enter at the custom-house vessels arriving with cargoes. A vessel which had been refused leave to discharge went to Isle Haut, and other places in the vicinity of the Penobscot, where her flour was landed and put in the care of men appointed by the collector of Castine. While thus situated, and late in the fall of 1808, some sailors were employed to take the flour from the custody of its keepers to a vessel which had been sent from Eastport to receive it. In attempting to execute this design, they were fired upon by the collector's men, one of whom, in returning the fire, they killed on the spot. They then took possession of the flour, put it on board of the vessel, and made sail for the frontier. But, pursued and overtaken by the revenue cutter, they hoisted British colors, and pretended entire ignorance of the crime of which they were accused. Their landing betrayed them. They were taken to Castine, where, on examination, one of their number testified against them; and they were committed to prison. From another account, it appears that the smugglers consisted of fourteen persons, all of whom were armed; that ten of them, carrying guns and pistols, started for the shore, and were hailed several times by the sentinels before landing; that, during the affray, one of the smugglers was wounded in three places with cut shot; and that the name of the sentinel who was slain was Lazara Bogdomovitch. It also appears that only eight of the smugglers were examined and committed; that some days after they were sent to jail a mob of twenty or thirty men, armed with pistols, presented themselves to the jailer, and demanded his keys; and that, before assistance arrived, four of the eight were either released or made their escape. It

is further affirmed that, though the vessel sent for this flour was registered at Halifax, the real owner lived at Eastport, and that every one of the fourteen who were employed in the enterprise resided here or immediately across the border.

While Eastport, now so changed, so quiet and orderly, was the scene of the plans, plots, and deeds which have been briefly noticed; while all was excitement, noise, and revel; while regular and legal vocations were nearly suspended; and while the disorders introduced by commercial adventurers and free-traders were increased by the grosser excesses of seamen, who, deprived of voyages at home by the embargo, were continually arriving on their way to the colonies in quest of employment there,—we cannot wonder that the very name of Moose Island became offensive to men of pure morals, or that the odious celebrity which it acquired remained long after those who made it a place of evil doing had departed.

I have been told repeatedly that Fort Sullivan was built to aid the collector of the customs in suppressing the illicit trade of the time. This is a mistake, for there is official evidence to show that it was one of the several fortifications projected in consequence of the relations between the United States and France and England. . . .

The events of the year 1807, especially "the insolence and rapacity of British naval commanders," caused increased yet weak and inefficient attention of our government to defences of the coast, to consist of "land batteries and gunboats." In a list of exposed points for the whole United States, I find mentioned, as of "secondary importance," the following in our own State,—namely, "York, Kennebunk, Saco, Kennebec, Sheepscot, Damariscotta, Broad Bay, St. George's, Penobscot, Frenchman's Bay, and Passamaquoddy Bay." To these the Secretary of War (General Dearborn) — at the instance, possibly, of Colonel Lemuel Trescott — added Ma-

chias. The three posts east of Castine, as recommended, were to be: at Frenchman's Bay and Machias, "two or three small batteries and three cannon mounted on travelling carriages, aided by gunboats"; and for Passamaquoddy, "two batteries and a block-house, aided also by a blank number of gunboats, but on a large scale." . . .

In January, 1809, the President informed Congress of the use he had made of his discretionary power, and remarked that the military works erected had been in accordance with the circumstances of the several places; while, in the report of the Secretary of War, at the same time, we have, as concerns our immediate subject, the information that at "Passamaquoddy a battery and block-house have been erected, and a garrison placed in the works." In December, 1809, William Eustis, the successor of General Dearborn, is more definite, as thus: "Passamaquoddy, a circular battery of six guns mounted, covered by a block-house, with barracks for fifty men"; and the same Secretary, in an official letter in December, 1811, reduces the number of guns to four, but communicates to the country the extraordinary fact that the battery is built of stone and the barracks of wood. As relates to Machias, we are informed that there is "a circular battery of stone, with heavy guns mounted, covered by a block-house, with wooden barracks for forty men and officers."

Turn we now to the facts gleaned from the papers of Colonel Lemuel Trescott, collector of customs at Machias, under whose direction the fort was laid out and completed. He received his instructions as early as April, 1808. Hence, aside from what we derive from the State papers, the events of the summer and autumn of that year could have had no possible influence in the matter.

It appears, moreover, that the President gave no specific directions as to the selection of the site, but, on the con-

trary, intrusted that duty to the colonel, requiring only that he should purchase ground and build a fort at "Passamaquoddy," according to a plan which was transmitted to him. Colonel Trescott, in the exercise of his discretion, purchased three acres of land on Clark's Hill for the sum of one hundred and eighty dollars, cleared off the trees, and built Fort Sullivan, while the town and the adjacent waters were thronged with smugglers. Though an officer in the Revolution, he confessed that he was "no engineer," and in a letter to Major Joseph G. Swift, of the United States Army, stationed at Boston, requested advice upon several material points.

It was intended that a ditch and a line of pickets should surround the works; but the earth was found to be but from three to fifteen inches in thickness above the ledges of which the hill is composed, and this part of the design was abandoned. The fort, as then completed, consisted of a crescent battery, of stone mason-work, laid in lime, eleven feet thick, and, including the sods on the top, six and a half feet high, with platforms for cannon; a block-house, of pine timber, two stories high, with walls fourteen inches in thickness; and a magazine, ten feet square, with walls two feet in thickness, and an arched roof. Before the close of the season, the whole was completed, four eighteen-pounders were mounted, and Captain Moses Swett—who, as will be remembered, with his company of United States artillery, arrived in the "Wasp" in May—removed from temporary quarters into the garrison.

The masons were brought from Massachusetts, and were supposed to be workmen; but the masonry was soon found to be defective and to need repairs. In 1809, further expenditures were made, and buildings for the accommodation of officers and soldiers were erected. A fort open on all sides, otherwise weak, and built for less than five thousand dollars,

could not, it might be reasonably concluded, excite envy or alarm. But the people of Robbinston insisted that they required a fortification far more than their neighbors of Moose Island, and raised a clamor because their superior claims were overlooked; while, on the other hand, Admiral Sir John B. Warren and General Prevost, governor of Nova Scotia, insisted that his Britannic Majesty still considered all the islands in Passamaquoddy Bay as belonging to New Brunswick, and desired to be informed why military works were erected by order of the American government on one of them.

That Colonel Trescott exercised a sound discretion in the choice of the particular town may be seen in the relative importance of all the towns on the bay at the present time, and that the pretensions of England were unfounded subsequent events most clearly proved.

Equally certain is it that Clark's Hill was well chosen, since it is precipitous in front, commands the village and much of the harbor, and affords one of the finest views imaginable. It was selected, however, in preference to other spots on the island, after much hesitation, and at the repeated solicitation of an estimable citizen, on whose authority the fact is stated.

For whom was the fort named? is a question which may well detain us a moment. Certainly, for a distinguished man with the surname of Sullivan. But there were three of that description: thus, John, of New Hampshire, a major-general in the Revolution, who died in 1795; his son George, a member of Congress, and an attorney-general of New Hampshire, who died in 1838; and James, brother of John, a governor of Massachusetts, who died in 1808, the very year the fort was completed. George is utterly beyond consideration, because he was a Federalist, and on the declaration of war was one of the members of Congress who addressed the

country in opposition to the measure. As relates to James, it may be remarked that it is not usual to name military posts for civilians of State rank merely; yet it is possible that, as James was a Democrat, and, besides, an intimate personal friend of General Dearborn, who was Secretary of War, there was a departure from the rule. But, on the other hand, Dearborn was an officer in the Revolution, and in the expedition against the Indians known as the Six Nations was under the command of John, the general; and I incline to the opinion that for John the honor was designed. . . .

To resume my narrative. During the year 1809, Eastport was comparatively deserted by those whose loose morals and free use of money had been so pernicious to its real prosperity.

At the opening of business in the spring, many of the inducements to the prosecution of contraband trade which existed in 1808 had ceased; while in August the ports of St. John and Halifax were closed by proclamation against the free admission of American produce. The principal trade which remained was in gypsum, or plaster of Paris. The restrictive policy of both governments—fast hurrying to war—compelled the American people on the frontier, as well as those in the colonies, to resort to various expedients in order to earn subsistence. The traffic in gypsum was of consequence to both, and the article was extensively used in the agriculture of the South. That a commodity deemed essential to increase and to cheapen the production of Southern staples was entirely interdicted may appear strange to those who are familiar with the politics of the times. But such was the case, and there was no lawful means of introducing plaster of Paris into the United States. Still, as—in the words of the old adage—“necessity is the mother of invention,” a way, carrying upon the face of things the forms of law, was speedily devised. It was this: A merchant

here would purchase a cargo of plaster, bring it into American waters, and perhaps land it. He would then go to the collector of the customs, and lodge information against it,—against his own property, be it remembered. In due time, it would be condemned and sold. At the sale, opposing bidders—where all were alternately alike situated and did the same thing—were of course few; and the owner purchased it much at his own price, besides receiving, on settlement with the collector, his share of the proceeds as the informer. Thus, then, he had obtained a quantity of plaster, which, having been forfeited to the government by his own act, could be transported under the protection of the law to any port in the country. A few tons—just enough, as the phrase was, “to swear by”—were put on board of an American vessel, and cleared at the custom-house. As the deputy collector was very accommodating,—such is the story,—the clearance specifying no definite quantity, the balance of a cargo could be taken in on the British side, without exciting suspicion when that document should be examined at the port of destination. To Head Harbor, or some other place across “the line,” the vessel was accordingly sent, to complete her lading. Another practice was to clear at the custom-house a definite number of tons and about one-tenth what the vessel would carry, and then, by adding two letters to the quantity cleared, make a full and legal cargo. Thus, if six tons were specified in the clearance, the addition of *ty* made six sixty, so seven became seventy, and nine ninety. By these and similar methods, the trade was safely continued until the restrictions were removed.

Not one, I suppose, of the prominent actors in the scenes of which I have rapidly spoken, is now alive. Among them, to accept what has been related to me, were men whose whole career was checkered and eventful, and whose history, if written out, would teach us many, many useful lessons.

As has been said, most of them were mere sojourners here. Of those who continued in town, three or four only were of an age to be leaders, or very considerable participants, in the hazardous and exciting enterprises of which I have spoken.

The number of vessels which arrived and departed the Passamaquoddy, "sixty years since," was large. Most of them, however, were owned by inhabitants of other parts of the country; and some of them seem to have been named with particular reference to the times or their employment. Thus, one was called the "Honest Tom," a second the "Federal," another the "Hazard," a fourth the "Mindwell," and still another, the "Financier." Of the few vessels which belonged to residents of Eastport, the schooner "Delesdernier," John Shackford, master, and the sloop "Packet," commanded by Anthony Brooks, were possibly the only two of suitable size and equipment to perform voyages at a distance. Captain Joseph Livermore, who was master of the first packet to Boston which was owned in town, retired from the business more than a year before the embargo, and had been commissioned a lieutenant in the revenue service. These three gentlemen, it is believed, were all who were, or had been, in charge of vessels of burden or value.

At that period, it may be remarked, too, that little or no attention had been given to many things which are now deemed of the highest consequence. There was no suitable place of worship; there was no adequate provision made for schools. Boynton, Key, Water, and Washington Streets were the only public ways; and these had been obstructed by gates and bars down to the very time to which our narrative relates. The first dwelling-house of two stories was but six years old; and five — perhaps six — buildings of this description comprised the whole number which had been

built upon the island. The soil was uncultivated, and a large part of it covered with trees and bushes. Cows and other domestic animals were uncommon. A horse was a curiosity, and many persons never saw one until 1804. The mail arrived but once in a week. The town had sent a representative to the General Court of Massachusetts but a single year. The country on the main was sparsely peopled and densely wooded. The towns of Perry, Robbinston, and Calais had no incorporated existence. Lubec, almost a wilderness, still formed a part of Eastport. The distance to Bangor, as travelled, was nearly two hundred miles. The roads leading to the Penobscot were bad, almost beyond description. Two years had hardly elapsed since the first journey had been made on horseback between the frontier and Machias; and, to communicate with Robbinston, even on foot, it was necessary, after crossing Tuttle's Ferry, to follow the beaches and shores.

Few changes occurred before the war. To that event, therefore, we now direct our attention.

On the 1st of April, 1812, another Act of Embargo passed Congress. Of "all the days in the year," exclaimed John Randolph, in his bitter invectives against the measure, "April fools' day!" This was considered as the precursor of war. Our relations with England had been hostile for a long course of years; and, indeed, the careful student of State papers and documentary history will conclude that, from the peace of 1783, the causes and the manner of the partition between the mother and her children had been clear in the minds of both, and that at no distant day there would be a renewal of the quarrel. . . .

The tidings that hostilities actually existed between England and the United States, though not unexpected by the people of Eastport, fell upon them with stunning force; and many families prepared for immediate removal to places less

exposed. Adventurers and free-traders had continued to resort to the frontier, and several were in town. Twenty American vessels were at anchor in the harbor; and, at the neighboring port of St. Andrews, thirty English ships, protected by two small vessels of war, were hurrying on board cargoes of timber. The inhabitants on both sides of the boundary line, feeling that the injuries which they could inflict upon one another would only embitter their own lives without helping either government, and bound together by ties of business, consanguinity, and friendship, determined to mutually discourage predatory excursions, and to live on as amicable terms as the state of affairs would allow. To a very considerable extent, this resolution was adhered to throughout the conflict. . . .

The impression seems almost universal among the inhabitants that Fort Sullivan was occupied by regular troops at the commencement of hostilities. The account is that Lieutenant Samuel Maclay succeeded Captain Swett, and remained until ordered to a more important post of duty. This may be the fact. But, on the other hand, the State papers of the time show that, only twelve days before the declaration of war, the number of troops in the whole of New England was precisely three hundred and twenty-four; namely, one hundred and ninety-three at Boston and one hundred and thirty-one at Newport. Immediately after the declaration, however, General Dearborn made a call on Governor Strong for troops, in accordance with instructions from the President, and stated that one company of artillery and four companies of infantry were required for the post at Eastport. Governor Strong replied to the general's communication on the 5th of August, and informed him that, as persons from this town and Robbinston had been deputed to make known the wishes of the inhabitants, who entertained no fears of invasion from authorized British forces, but were

apprehensive of predatory excursions from lawless people on the borders, he had that day issued an order for two companies to be stationed at Eastport, and for one company to take post at Robbinston, to be commanded by a major.

Two of these companies were detached from the brigade of General John Blake, on the Penobscot, and were in command of Captain Joshua Chamberlain, of Orrington, grandfather of the ex-Governor Chamberlain, and Captain Thomas George, of Brewer. The third was commanded by Captain Thomas Vose, Jr., of Robbinston. Major Nathan Low, of Deer Isle, was detailed as the superior officer, but was excused; and Major Jacob Ulmer,* of Lincolnville, was designated in his place, and repaired to the frontier.

On the departure of Chamberlain's company from home, a religious meeting was appointed, a sermon preached, exhortations delivered by several ministers, and prayers offered by both clergymen and laymen. The soldiers were going, it was thought, to a barbarous region, where the enemy on one hand and the American smugglers on the other would, as kind friends supposed, certainly destroy them. Hence the solemn services and the more solemn partings which followed them on the green in front of the meeting-house, all of which I well remember. My own father was one of the clergymen who officiated on the occasion. I was a little fellow, and was so frightened at the military display, at the sobbing and tears of parting friends, that I cried myself, and crossed the river for home, much distressed. In truth, the scene is still fresh in my memory. And more: William Cobb, one of the soldiers, after his return hired with my father. His first work was to sharpen rails; and, to keep them steady and to turn them over, I was employed to sit astride. To while away the time, and amuse a boy who loved to play better than to study even, he told me from day to day about Moose Island, its scenery, its headlands, the

*The official order says *Jacob* Ulmer: individuals here say *Philip* Ulmer.

rise and fall of the tides, the smugglers, and everything connected with his own stay there, which interested me greatly. Without these stories, when compelled to "seek my fortune" somewhere, I should not have so much as thought of Eastport, certainly not have sought a home there.

To resume my narrative. These militia and the volunteers enlisted in town and the neighborhood continued service about a year, when they were relieved by regulars. The discipline of the militia was lax, and they committed many depredations upon the very people whom they were sent to protect from the incursions of marauders. It is related that, at one time, the pork of their rations was bad, and consisted principally of legs and heads, and that they plundered the potato patches of the inhabitants at will. On complaint being made to one of the captains, he rebuked his company on parade for the offence with some severity. After he had finished his harangue, a green, tow-haired Jonathan of a fellow stepped out of the ranks, and, with a knowing cant of his head, said, "Why, Cap'n, don't you expect that your men will root, when you give them so much hogs' heads to eat?"

The troops of the United States were first under command of George Ulmer, a major-general in the militia, who, being appointed colonel in the national army, resigned his commission. Colonel Ulmer was much disliked. The citizens, unable to bear the insults and oppressions which he authorized or permitted, appointed a committee to investigate the subjects of complaint, and to report a statement of facts. Their report and the depositions of several respectable persons are in my possession, and show that the inhabitants suffered the most wanton and unprovoked injuries. It is averred, on the other hand, by Colonel Ulmer's friends, that his unpopularity was caused by his exertions to prevent smuggling and other illicit intercourse with the enemy. In 1814, he was

succeeded by Major Perley Putnam, of the Fortieth Regiment of United States Infantry. His force consisted of the companies of Captain J. B. Varnum and Captain John Willibrown at Fort Sullivan, and a third company at a slight fortification erected at Robbinston. The whole number of troops on the frontier did not at any time exceed two hundred and ten men; nor was it greater, or even so great, after the regulars relieved the militia.

The inhabitants the first year of the war were not sufferers to any extent for breadstuffs and other necessary articles of food. The intercourse with the ports South was interrupted, but with Boston it was maintained with sufficient regularity to supply their pressing wants. But in 1813 communication by vessels became hazardous; and resort was had to open boats, which, by keeping close to the shore by day and stopping by night, performed trips to Boston, Portsmouth, and Portland with safety during the summer months. In craft of this description, fish and oil were exported and articles of consumption received. Three of our townsmen — John Shackford, Darius Pearce, and another — were in one of these boats, off Pemaquid Point, bound to Portsmouth, when the "Boxer" got under way to meet the "Enterprise." As the "Boxer" passed them, they pulled round the point, and went on shore to witness the fight. After the first fire, the smoke obstructed their view; but they drank success to their countrymen during the action. When they saw both vessels standing toward Portland, they testified their joy by cheers and additional potations.

In 1812 and a part of 1813, American privateers were numerous in the Bay of Fundy, and often came into the harbor or passed up the bay to Robbinston. Five were at West Quoddy Head at one time. Some of these privateers were very successful in making prizes. Among their captures were the "Jarroth," of four hundred tons, the "Fanny,"

with a cargo of sugar valued at \$18,000, the bark "William," the ship "Concord," the brig "Elbe," and a schooner with specie. These and several smaller prizes were taken when bound to or from the port of St. Andrews. In preying upon the commerce of St. John, it is believed that they were still more fortunate. Their presence in our waters was the cause of frequent rumors and alarms. At one time five, and at another three,—as was conjectured,—were hovering about the bay, for the purpose of making a descent upon St. Andrews and of seizing the shipping there; and it was threatened that, in retaliation, Eastport should be burned. An attack upon several British vessels aground at Indian Island by three of the privateers, the "Fame" and "Revenge" of Salem, and the "Industry" of Lynn, caused a threat of reprisal to be made, and angry messages to be sent and answered. Some of the privateers were, in fact, no better than pirates. Of this description was the "Weazel," commissioned by the collector at Castine, and commanded by Edward Snow, of Hampden, Me., a preacher of the gospel, whom I knew as a boy knows a man. On the 9th of June, 1813, this minister went to Beaver Harbor, N.B., robbed the house of Captain H. Young of fifteen barrels of sugar, the clothing of the family, and even the children's toys. The owner was absent, and no resistance was made. The same night, Snow captured a small vessel bound from St. John to St. Andrews. News of these infamous exploits reached Campobello the next day, when two boats were fitted out, and sent in pursuit. They recaptured the vessel, chased Snow to Grand Manan, and drove him and crew to the shore, and, one man excepted, into the woods. Prior to this affair, the British cruisers in the Bay of Fundy had never interrupted American fishing-boats in their pursuits; but Captain Gordon of the "Rattler" now ordered them off, and gave notice that such as

were found beyond certain prescribed limits would be captured and destroyed.

It may be added that other American private armed vessels did not scruple to fire upon and otherwise annoy our own flag, and that one of them made prize of and sent to Salem the brig "Sally" (Porter, master), owned by citizens of this town. These privateers were generally vessels, but some were mere open row-boats; others, though still without decks, used sails. The largest, as now to be ascertained, were the "Fame," the "Revenge," the "Growler," and "Wasp," all of Salem, the "Lily" of Portland, and the "Industry" of Lynn. In June, 1813, the "Fame" was commanded by Captain Chapman, and was in the bay on her eighth cruise. The "Lily," in coming out of Little River in December, 1812, fell in with the "Breame," and, not being able to escape, ran on shore, where she lost her mast by the "Breame's" fire, but escaped capture, repaired damages, and put to sea. The "Wasp" was taken by the "Breame" in June, 1813, and carried into St. John.

No privateer was owned here. Noah Edgemo was in command of the "Olive" of Portland, and was the only inhabitant, possibly, who engaged in privateering as an officer.

In concluding the topic, it remains to speak of the cruisers of the enemy. Of these, several were of size and force. Of this description were the frigate "Spartan," Captain E. P. Brinton, a native of Rhode Island and the son of a Loyalist of the Revolution, the frigate "Malstone," Captain George Burditt. Such also were the "Fantome," Captain J. Lawrence, the "Rattler," Captain A. Gordon, the "Indian," Captain Henry Jane, the "Emulous," Captain W. M. Godfrey, and the "Martin," Captain H. F. Senhouse, all sloops of war, the brig "Plumper," Lieutenant J. Bray, and the brig "Boxer," Lieutenant Samuel Blythe; while the "Breame,"

Lieutenant Hare, though smaller than either of the sloops or brigs, was dreaded for her activity and success. The "Spartan" and "Maidstone" made great havoc among the American privateers which cruised in the bay in 1812. The "Indian," the same year, passed Fort Sullivan with her colors struck, to prevent or escape its fire, proceeded to Robbinston, where she made a prize of an American vessel with a cargo valued at \$15,000, crossed to St. Andrews, and thence conveyed a number of ships to St. John, to join convoy for England, and captured the privateers "Argus," "Fair Trader," and "Madison," and the brig "Mars" from Portugal.

The "Plumper" was a great scourge, but her career was short. During the summer and fall of 1812, she made many valuable prizes, and afforded convoy to vessels bound to sea from St. Andrews. On the 5th of December, she was totally lost on Point Lepreau; and forty-two persons perished. Lieutenant Bray was saved. Among those who lost their lives were several of her officers and a number of passengers. Of the latter, the names of Dr. and Mrs. Wright, Mr. Cunningham, and Mr. Crawford, of the commissary department, have been preserved. She had on board a large sum in specie, the principal part of which was subsequently recovered.* The "Martin" was a frequent visitor. Sometimes, she anchored off the town and in sight; at others, she lay in Harbor L'Etaing for weeks. Toward the close of 1813, with the help of a tender, she blockaded our port for nearly a month, and cut off the chebacco boats and other small craft which approached it with supplies.

The "Breame" was still more annoying. She seems to have been one of the earliest of the British cruisers that came on the eastern coast, and few of them were more fortunate.

*The Spanish dollars received from the wreck of the "Plumper" were discolored by the salt water, and, when put in circulation, were called "plumpers."

The first notice I find of her bears date in July, 1812, when, under a flag of truce, she carried to Boston one or more of the seamen taken from the "Chesapeake" by the "Leopard" in 1807, and returned to Halifax. Subsequently, she made twenty-six captures in a short time. Most of the prizes were burned; but during one cruise she spared so many of her crew to man vessels which she had captured that she was utterly defenceless, and she kept her prisoners below, fast in irons.

Among the prizes were the schooners "Delesdernier" and "Dolphin," and three smaller vessels which belonged to Eastport. John Shackford was master of the first; and Samuel Wheeler, an owner, was on board as a passenger. They paid ransom for their property, and were released. The "Dolphin" was owned by Jabez Mowry, commanded by Anthony Brooks, bound to Cadiz, and was captured off Head Harbor and sent to Halifax. Captain Brooks fell into their possession a second time off West Quoddy, in a chebacco boat, in which, after the loss of the "Dolphin," he attempted to proceed to Boston. The fourth prize was also a chebacco boat, in which were the brothers Samuel and Jacob Shackford, who paid a stipulated sum and were given up. The fifth was the schooner "Fortune," owned by Jabez Mowry, and commanded by John Webster. Vessel and cargo were sent to St. John. Similar incidents connect the "Rattler" with the history of Eastport. Among the prizes was the "Expedition," which was the second vessel built here, to run as a packet to Boston. The "Expedition" was of one hundred and thirty tons burden, was owned by the firm of Dana, Wheeler & Bartlett, and Jabez Mowry, and commanded by Anthony Brooks. When captured, twenty-two passengers were on board; and among them were Samuel Wheeler, and a Mr. Morton, of Gloucester, Mass. The British officers who took possession ordered Mr. Wheeler in an insolent tone to haul

down her colors. He turned and said, "Did you speak to me, sir?" "Yes," was the reply. "Well," rejoined Mr. Wheeler, "if the colors don't come down till I haul them down, they'll fly a long time." The passengers were taken on board of the "Rattler," but were subsequently transferred to her companion, the "Emulous," with the design of setting them on shore at Head Harbor; but the wind blew a gale, and they were landed, about dark, on the day of capture, at West Quoddy. Mr. Wheeler and Mr. Morton were, however, detained some hours longer for contumacy, and for planning—as was supposed—to release themselves and companions from captivity. The "Expedition" was sent to St. John, was named the "Sarah," and was owned by Thomas Milbridge. After the war, she was in the plaster trade; and some of her cargoes were sold here at \$9.60 the ton. Solomon Rice, the purchaser of one cargo, gave for it a bucket even full of dollars, a barrel of beef, and another of pork. The master received the money without counting; for, "by the look of it," said he, "I am sure there is enough." John Webster, in a sloop bound to Eastport with provisions, was captured by the brig "Curlew," off Deer Island. The sloop was sent to Halifax. Three days after, the "Curlew" made prize of another sloop loaded with wood, and put on board Captain Webster and about one hundred other prisoners, who arrived at Cape Ann.

Darius Pearce, in command of the schooner "Sally,"—better known by the name of the "Old Sal,"—was taken by the frigate "Spartan" and carried to St. John. The "Sally" was owned by Dana, Wheeler & Bartlett; and, as one of the firm was at St. John on her arrival there, vessel, cargo, and crew were released. John Shackford—for the third time a prisoner—was captured off Cape Ann in the schooner "Delesdernier," by a frigate, and sent to Halifax. His brother Samuel was his companion. On his arrival at Hali-

fax, he was without a hat, and, one dollar excepted, entirely destitute of money.

In July, 1813, Noah Edgcomb was captured off West Quoddy light-house by the British privateer "Retrieve," Captain Crane. Captain Edgcomb had taken in some flour and other stores at Machias for the garrison at Fort Sullivan, and was on his passage home. He was detained one night, and was released. The captors gave up his vessel, but kept his cargo, which they transferred to a sloop which they had taken the day previous.

The "Boxer," like the cruisers already mentioned, is well remembered. Lieutenant Blythe, her commander, was known to several of our inhabitants and was respected for his manly and generous conduct. He made several prizes off the harbor, and three vessels bound in fell into his hands near West Quoddy at one time. His visits were often ill-timed, for it was his fortune to intercept supplies at moments of absolute want; but, though in the course of his duty he caused distress, he was liberal in adjusting terms of ransom, and treated his prisoners with kindness. A week before his death, John Shackford, Darius Pearce, and Samuel Shackford were his captives.* They were in a small boat, and were taken within a few miles from home. He asked them about the "Enterprise," and said he hoped to fall in with her, that seizing upon craft like theirs was detestable business, and that he wished to make a prize honorable to his profession. One of them replied that he "had better keep clear of the 'Enterprise,' for she would surely prove a 'Scotch prize.'" He took the remark in perfectly good nature, and laughingly replied, "Oh, no!" Blythe was short and thick, very straight, of a light complexion, and handsome person. His manners were open and social, and

* Captain Thomas Reed, who subsequently commanded several steamers plying from St. John, was pilot of the "Boxer." He knew the prisoners, and aided in effecting their release.

he spoke without harshness or authority. He released his three prisoners, and proceeded in search of the "Enterprise," and on the 5th of September, 1813, engaged her. Forty-six of his officers and crew were killed and wounded in the battle. Blythe was among the slain; and the people of Portland buried him by the side of Burrows, his antagonist. The capture of the "Boxer" was an event which gave universal joy to the inhabitants of the eastern coast, because of the annoyance she gave to them and their trade.

Two instances more of the personal sufferings endured by our citizens may now be given, to complete our hasty survey. These, though differing somewhat from those already related, still serve to show the miseries which governments inflict upon individuals, when they wickedly refuse to adjust national quarrels. The first is the case of Captain Ebenezer B. Tuttle, who perished some years since in the schooner "Champion." Captain Tuttle was impressed during the embargo, and served in the British navy until the close of the war. He was drafted to the "Java" for the cruise in which she met the "Constitution," but was excused on stating his dislike to service, which would be likely to bring him in conflict with his countrymen. At a subsequent period, he was attached to a ship of the line stationed off New York. His situation was never pleasant, and at times extremely disagreeable. He intended to escape from the first, and, accomplishing his design finally, returned home.

The second is that of the brig "Orient." This vessel was owned by Jabez Mowry and the firm of Dana & Wheeler, and under the command of William Shackford. Early in 1812, she sailed from Eastport for Cadiz, with a cargo of rice and flour. When within twenty-five miles of her port of destination, she was taken by three French privateers and carried into San Lucar. The seamen were sent to prison; but Captain Shackford, his mate, and cook were left desti-

tute in the streets. The three went on board another American prize, where they lived on charity four weeks. Our townsmen then succeeded in procuring charge of an American vessel under a British license, laden with wine for London, to touch at Plymouth for convoy. On the passage, he heard of the declaration of war.

He remained at London several months, waiting for an opportunity to get to the United States, and at last shipped as a common seaman in a brig bound to Boston.

As yet, I have said nothing of British privateers. None, I think, were cruising in this quarter in 1812. But, early in 1813, authority was given to commission private vessels in New Brunswick and Nova Scotia; and they soon became numerous. Among them were the "Thorn," the "Curlew," the "Rapid," the "Fly," the "Dart," and the "Liverpool Packet." They were all troublesome. The "Liverpool Packet" was one of the most fortunate armed vessels that was upon the coast during the contest. She was fitted out in Nova Scotia, and was commanded by Joseph Barrs. After taking prizes to the value of upward of \$300,000, she was herself captured, and ordered to an American port, but was retaken and refitted by her original owners. Again successful, her captures in a few days amounted to \$100,000. The "Fly," another of the Nova Scotia privateers, seized upon the schooner boat "Success," Snow, bound to Eastport with government stores for Fort Sullivan, in June, 1813, and, putting on board a prize-master and a boy, ordered her to a colonial port. Captain Snow, who had but one leg and was alone, rose upon the prize-master, killed him, and arrived in the Narraguagus River, where his victim was decently buried. The master of the "Fly" was Elkinah Clements, who treated our countrymen when in his power with kindness. He once gave up a prize of some value without ransom, on condition that her master should carry into Bos-

ton or Salem a young lady who was passenger in another vessel which he had captured; and his course, generally, was dictated by the same spirit.

Besides the losses already spoken of, our citizens suffered others, the principal of which may be noticed. Early in the war, the schooner "Raven," bound here from Philadelphia with a cargo of flour, the property of Messrs. N. B. & S. Bucknam and Wooster Tuttle, was captured off Portland and sent to Halifax. As she sailed under a British license, an agent of the owners of the cargo succeeded in recovering partial remuneration. In 1813, a sloop owned by the Messrs. Bucknams, under convoy of a British armed brig, and also furnished with a license and bound from St. John to Boston, drifted under the guns of Fort Sullivan, was fired upon and made a prize. Her cargo, which consisted of hardware worth \$20,000, was taken out and sold at auction. Vessel and cargo were bought in by the owners, when, protected from British cruisers by the license, a second attempt was made to perform the voyage. When off Cape Ann, she was examined by a British privateer, which the master mistook for an American, and accordingly destroyed the license. Thus become again a prize, she was sent to a port in Nova Scotia. The loss—increased by the purchase money after the first seizure and subsequent expenses—was about \$30,000. The schooner "Olinda Ann," owned by Ezekiel Prince, was lost to him in January of the same year. It appears that the "Diligence," Symonds, of eighteen guns, from London to Halifax and St. John, with ammunition for the garrison at the latter place, drove on shore near Machias in a gale, and that boats were sent to take the "Olinda Ann" as she passed by soon after. Symonds, learning that an attack on his ship was meditated at Eastport, hastily put a part of his goods into the "Olinda Ann," burned the wreck and such of the cargo as he could

not get into the schooner, and embarked in her for St. John.

These details might be continued; but enough has been given to convey a general idea of what war *is*, when its ravages are seen, felt, and mourned over at home or around us. It remains, then, in concluding this chapter of our history, to speak once more of the contraband trade which for years caused Moose Island to be everywhere spoken of in terms of reproach. I am disposed to conclude that here the illicit traffic in 1812 was very limited. The seizures on record, which I have examined, are few; and the value of goods seized appears to have been small.

A few bales of blankets, the sloop "Venture," occasionally a boat, comprise the details until January, 1812, when Colonel Ulmer took possession of the sloop "Betsey," Tebbets, and the schooner "True American," Blake, on the charge of lading on the British side of the Passamaquoddy. But the contraband trade was not abandoned. There is ample evidence that the adventurers to this region only changed their plans, and that they kept up constant intercourse with St. John and Halifax. The new device was the employment of British or American vessels, with the register and flag of some neutral European power, to transport British goods direct from a port in the colonies to a port in the United States. This infamous evasion of law, I lament to say, was countenanced by the Secretary of the Treasury, as we shall find proof under his own signature, when we come to speak of the capture of the islands in 1814. This device, however, lasted only until June, 1813, when, by proclamation, the British government declared a "blockade" of the whole coast of the United States, from the Passamaquoddy to the Mississippi,— a measure which, to have been in conformity with the law of nations, would have required all the ships-of-war and all the merchant vessels of every country in the world,

including Chinese junks and Indian canoes. Yet, absurd as was the "paper blockade," it produced great alarm, and seriously lessened our lawful trade; and, besides, it caused a change in the unlawful trade in the "neutral vessels," for the reason that neutrals as well as belligerents are required to respect "blockade." But what then? Were the illicit traders foiled? No, indeed: as in the embargo, Eastport at once became the theatre of their operations. "Neutral voyages" here could be made, short and safe. It was but a moment's work to give an American or a British vessel a Swedish register and to transform Yankees or Blue-noses into natives of Stockholm or Upsaal. In war, dealings with an enemy, perjury, fraud, and deceit are small crimes: murders, burnings, and robberies, the tears of homeless women and children, and the shouts and bonfires for "glorious victories" swallow up or make virtues of common wickednesses; and hence to swear men and vessels through the custom-house at Passamaquoddy was an innocent device to boast of in drunken revels.

Indian Island and Campobello were as suddenly converted into places of great business. English goods and wares were shipped to them from the large colonial ports in bales and casks, and in vast quantities. These goods were there stowed in and on a "neutral vessel" until the deck was almost even with the water; but, nevertheless, this description of craft was so swift as to make a passage from Sweden to Eastport in three or four hours, and sometimes, aided with sweeps and oars, and with boats ahead to enter a cargo at the custom-house, twice the same day. Thus, legally introduced into the United States, manufactures of silk, wool, and cotton, and of the metals were laden in boats for places up the bays and streams westerly of Moose Island, transferred at the head of navigation to wagons, thence carried to the Penobscot, and finally to Port-

land, Boston, and even New York. Travelling with teams between the frontier and the Penobscot was extremely difficult ; but all obstacles were overcome, and a trade, spirited and extensive, was conducted as long as the gains met the risks and expenses.

But those who engaged in these adventures were not always careful to cover their proceedings with the letter of the statute-book. Merchandise of various kinds, boats, and vessels were seized, not only by the collector, but by the officer in command of the fort. Houses and stores were searched, and soldiers sent in pursuit of smugglers. In a word, property to a large amount was forfeited to the government from time to time, and the proceeds divided in accordance with the laws.

To illustrate: in June, 1814, the "Marshall" deposited in the Bank of Cumberland, Portland, the sum of \$52,345.27, being the share which belonged to the government from the seizure and condemnation of one vessel only and her cargo. This, however,—in a single case,—was by far the largest amount ascertained in the course of my investigations.

Thus far we have considered war to the inhabitants of Moose Island only as near them. As yet, the iron heel of War had not trod the soil. But what War did when it came to our fireside, and violated the hearth-stone, remains to be shown.

CHAPTER V.

MOOSE ISLAND AND ITS DEPENDENCIES FOUR YEARS UNDER MARTIAL LAW.*

BY LORENZO SABINE.

... I DESIGNED, years ago, to write a History of Eastport, but feel at last that I must leave the task to a younger and less weary brain. And yet I cannot bear to think of longer keeping in manuscript the only account, probably, of the four years under martial law extant, or which was ever prepared with reference to a place in the annals of the town. I say *only*, because none of the persons who, year after year, communicated to me their own knowledge of or personal participation in the events of that interesting period now survive, and, as far as I know, were never asked by any person other than myself to be allowed to commit their recollections in detail to paper, and then to meet and correct the differences which might be found in memory, on comparing statements. True, as concerns records, another can glean materials from the official papers preserved in the custom-house and elsewhere, as I have done; but who can supply the narratives — which are indispensable — of Solomon Rice, Samuel Wheeler, Samuel Tuttle, Dr. Mowe, Jonathan D. Weston, and George Hobbs, or of Jabez Mowry, Jonathan Bartlett, the Shackfords (John, Jacob, and William), and of others who have laid down mortality, leaving of their own no manuscript touching British rule?

During the winter of 1814, the inhabitants of Eastport suf-

* Published in 1870

ferred little annoyance from the British cruisers. The sloop-of-war "Fantome," Captain Lawrence, made her appearance, however, in April, drove two vessels on shore, captured a number of boats, and committed several other hostile acts near the town, in the course of that month and in May; but these were the principal events of any importance until mid-summer.

In the afternoon of the eleventh day of July, a large fleet of ships was seen coming up the "White Horse Way," or the eastern passage, and approaching the town. But, as communication with the cities in New Brunswick and Nova Scotia had continued to be frequent, and as only five days previously a gentleman from St. John had brought intelligence that a frigate had arrived at Halifax with news of an armistice and, probably, of peace,* the alarm was not at first very general. The common impression was that these ships were merchant-men, under convoy of a frigate, bound to St. Andrews for timber. The wind was south-east, the tide was fair, and they came up the passage rapidly. When off Indian Island, it was ascertained that the largest ship was of seventy-four guns, and that her consorts were also vessels of war. Familiar with the sight of British cruisers, many still believed that no hostile deeds against Eastport were meditated, but that the fleet would pass the town, and proceed up the bay to St. Andrews.

Their progress was so swift that there was no time to remove, none to deliberate; and, while numbers were anxiously watching the movements and indulging in speculations as to the objects of the visitors, the leading ship, wearing a white flag, hove to off the town, and sent a boat ashore at

* A gentleman left Eastport on the 7th for Boston, arrived there on the 14th, and communicated this news, and that messengers had been sent with despatches to Sir George Prevost to suspend hostilities. The tidings were generally believed, and, having been published in the Boston papers, were communicated to all parts of the country; but it was soon ascertained that the whole story was a fabrication.

Hayden's Wharf. A person in uniform, and with a flag, landed, and started, at a very rapid pace, for Fort Sullivan. Solomon Rice, who had been a close observer of everything from the earliest moment, followed this messenger without delay, and entered the garrison with him, and heard him announce himself as "Lieutenant Oats, of the British Army, and of the staff of Sir John Cope Sherbrook." He said that he bore a written summons for the surrender of the fort and of the island, and handing to Major Putnam, the commanding officer, his watch and the summons, required an answer in five minutes. Mr. Rice remarked that he had come on a serious errand, and that the time allowed to consider the proposition was much too short.

Major Putnam asked both gentlemen to enter his quarters and to be seated. Lieutenant Oats complied with the first part of the invitation, but continued standing. The request that he would sit during the interview was repeated several times; but the lieutenant as often replied: "Good day, good day, sir. My orders are imperative. I cannot stop." Several of the principal inhabitants had now repaired to the fort; and among them were Samuel Wheeler and Aaron Hayden, who, on learning the state of affairs, united with Mr. Rice in an endeavor to produce some arrangement which should prevent a sacrifice of life. Major Putnam was sick; but he declared his determination to disregard the summons, and to fire upon the ships.

The citizens present strenuously opposed such a course, and earnestly inquired why they were needlessly sacrificed. They stated, and with truth, that all resistance on his part would be in vain; that a force would be landed, and overpower him almost before he could harm a single vessel of the fleet with his small battery; that, should he refuse to surrender, the fort would still be taken; and that to save the town from destruction, under the circumstances in which he

was placed, was his imperative duty. He called a council of his officers. They were divided in opinion. He became angry, and threw away his sword.

Meantime, the different ships had taken up positions off the business part of the town, and were in readiness to begin an attack. The ship of the line, with her ports open, guns run out, matches lighted, and men at quarters, was directly under the fort, and quite near Burgin's Wharf; while the vessels of inferior force were further south, and principally between Hayden's Wharf and Shackford's Cove, though one of them had anchored near the Bucknam stores, and commenced landing troops before Lieutenant Oats had returned to the flag of truce.

Major Putnam finally consented to accept the terms offered to him, and accordingly struck his colors. It had been arranged in the fleet that, if the American commander complied with the demand, Lieutenant Oats should embark in his boat with his head covered; but, if otherwise, with his cap in his hand. He entered the boat bareheaded; but, observing the flag at the fort descending when about halfway to the ship, he swung his cap, and placed it upon his head.

In less than an hour from the time of the summons, fifteen barges, containing five hundred troops, had landed; and, before night, the streets were filled with armed men, cannon, and the various munitions of war. In the course of the following day, the debarkation of men and military stores was completed. The proceedings on the day of capture were extremely regular and precise, and every act showed that the captors had provided for every emergency. Besides the force which came up the eastern passage, a sixteen-gun brig was despatched from the other ships, when the fleet was outside of the island of Campobello, to enter the harbor through the Narrows, to sail round the island and command Tuttle's

Ferry, which was the only place of ready communication with the mainland. The brig and her boats intercepted every person who attempted to escape, without, it is supposed, a single exception.

As soon as the town was in quiet possession of the victors, their strength and character were ascertained. The naval force was found to consist of the "Ramilies," 74; the "Martin," of eighteen guns, Captain H. F. Senhouse; the "Borer," fourteen guns, Captain R. Coote; the "Breame," eight guns; the "Terror," a bomb-ship of eight guns; a sixty-four gun-ship, one of ten guns, and several other transport vessels of smaller size, under the command of Sir Thomas M. Hardy, Baronet; with a regiment of infantry and a battalion of artillery, commanded by Lieutenant-colonel Andrew Pilkington. The sixty-four gun-ship, after landing her troops, anchored under Campobello; and the American soldiers were sent on board her on the evening of the capture. Some of the ships were direct from the Bermudas, and sailed from these islands on the 1st of July; and, joining others at Shelburne, which were despatched from Halifax, accomplished on the 11th the special purpose for which the expedition was fitted out, without the firing of a gun or the loss of a man. The troops had been on service in the Chesapeake, and had obtained an unenviable celebrity for their depredations at Hampton and other places in the vicinity of that bay.*

In narrating the occurrences of the four years which intervened between the capture and the restoration of the island, I shall confine my attention to such as seem to rest on credible testimony, and give a view of the state of society during that period. It should be stated in the outset that the permanent annexation of Moose Island to the British empire was the distinct and avowed object in taking possession of it. The expedition sent against it and its dependencies was

* See Appendix B.

fitted out in obedience to specific orders from the British ministry; and the official account, in announcing success, spoke of "the restoration" of "the islands in Passamaquoddy Bay," not of their "capture." The tone of the British newspapers was similar; while Sir John Sherbrook's proclamation declared that, in "annexing" these islands to New Brunswick, to which province they belonged, there was no design to carry on offensive operations against the people on the main, unless their conduct should provoke severities, and that, if they continued quiet, neither their persons nor their property would be in the least molested.

This pretension, while it was calculated to lessen the apprehensions and actually did ameliorate the condition of the inhabitants of the island, was viewed throughout the country as a new obstacle to the conclusion of a treaty of peace, for the reason that no one supposed our government would consent to relinquish any portion of the territory in possession of the United States before the war, for any considerations or equivalents that could be offered. Nor were the fears that our commissioners would be compelled to break off negotiations and return home in any wise lessened when it was ascertained that the British government intended to revive the claims set up at the close of the Revolution,—namely, that the Penobscot formed the eastern boundary of Maine,—and were about to form the territory between that river and the St. Croix into a colony, both on the ground of original right to it and of the recent conquest and present possession of its military posts and principal towns. That there was some foundation for the doubts and suspicions which these plans of annexation or "restoration" occasioned will be seen in another place.

The people of Eastport had many reasons to lament the attempt, thus made, to bind their necks in the yoke of colonial vassalage; but yet their situation after their subjugation,

as already remarked, was far better than it would have been had they fallen under British rule in the ordinary course of war. As conquered citizens of the United States, they would have been exposed to many injuries, which, as subjects restored to their rightful sovereign, they escaped. The fact, then, that Moose Island and the other islands which were inhabited by Americans were claimed and held as forming a part of New Brunswick is to be borne in mind, as serving to explain the course which was pursued toward those who occupied them.

By the terms of capitulation, the public effects were to be given up to the captors, the officers * of the garrison were to be allowed to depart on parole, the soldiers were to be retained as prisoners, and the property of non-residents and absentees was to be disposed of as the Prince Regent might determine; but the inhabitants were to be protected in their private rights, employments, and interests.† To exact an oath of allegiance was deemed consistent with the stipulations which related to the residents of the islands; and, within three days of the arrival of the fleet, they were called upon to take and to subscribe to it.

It may not be just to say that Sir Thomas Hardy intended to violate the conditions which he imposed, and which, from necessity, were submitted to; but this demand was unexpected. While the proclamation which he issued (a copy of which is now before me as I write) declared that the munici-

* The two captains were Fillebroun and Varnum. Major Putnam reached home, Salem, Mass., early in August. The soldiers were sent to Halifax, N. S., and arrived there on the 29th of July.

† An offer of one hundred guineas, and even of a larger sum, was made to the late Solomon Rice, to give information of the property of non-residents, in order that it could be identified and sequestered. This gentleman, a person of the highest respectability (and on whose authority I have relied with the most implicit faith), retained sufficient self-possession to manifest no indignation at the overture, and, giving a pleasant turn to the conversation which ensued upon the subject, so managed the matter as to be an instrument to save the coveted estates from the grasp of the captors.

pal laws established by the American government for the peace and tranquillity of the captured islands would be allowed to remain in force, it also declared that, unless the persons who inhabited them appeared at the school-house in Eastport, and there bound themselves to certain obligations to his Britannic Majesty, they would be compelled to depart in seven days. The alternatives presented were alike distressing, and many hesitated which of them to choose. To men with families, the abandonment of home, property, and employment, amid the general prostration of business, was an act which involved the most serious consequences; while, on the other hand, to remain on the terms offered was painful and humiliating. Nearly all submitted,—a few, perhaps, without extreme reluctance, but most to save themselves from apprehended destitution, if not from absolute ruin. Those who refused to take the oath were summoned by a subsequent proclamation to appear and be conducted to the mainland, on pain of being sent to Halifax as prisoners of war.

Leaving now for a time the new and unwilling subjects of England, let us turn our attention to those who held them to obedience, under the stern exactions of military law.

The night of the capture, a patrol, consisting of officers and soldiers, nearly forty in number, was established to protect the inhabitants from insult and plunder. They divided into parties, and walked the streets until morning, when strong guards were posted in various parts of the town for the same purpose. Similar means to insure quiet and good order were adopted for several days afterward, while the soldiers remained without proper and fixed barracks.

A number of the officers, as will be more particularly mentioned, brought their wives and children; and, strange to say, the very first inquiry made of the citizens was for a school-room. A place* was procured within eighteen hours

*In the second story of the building at the foot of Boynton Street, long occupied afterward by the late John Norton, and now the business stand of Martin Bradish.—K.

of the surrender, and a school opened for instruction in the common branches of education.

The military governor,—for such the commander was,—apprehensive that an attempt would be made to dislodge him, labored, without intermission, to strengthen Fort Sullivan and to erect new defences and batteries. While employed in fortifying the island, the soldiers were kept on fatigue duty every day, including Sunday. Nor were they allowed any relaxation from their toil until cannon were mounted on the most commanding and important heights.

The soldiers lived at first in tents, and the level land in rear of the fort and in the vicinity of the "Bell House" and burying-ground was covered with temporary shelters erected for their accommodation. As soon, however, as the more important affairs were arranged, barracks were fitted up in various parts of the town. Some of the officers had their quarters at the fort, others in the "Shead House"; some in the "Jones House," Washington Street, others in the "Prince House" at the cove which bears the name; while still others lodged with Wood, who kept in the "Quoddy House" and in the house of Mr. Weston. But Wood's receipts from the officers and other customers turned his head; and he soon took down his tavern sign, saying that "he had made money enough." While he kept his house open, three or four men were required to attend at the bar; and his gains were supposed to have been eighty to one hundred dollars per day.

The officers soon formed a "mess." The mess-house was the "Bell House," subsequently owned by John Hinkley. Occasionally, some of the citizens were their guests; but, generally, their visitors were British subjects, whom business or curiosity brought to the island. The mess-table was well supplied whenever, by money or adventures into the country, the best articles of food could be procured. The table fur-

niture was abundant and rich. Silver forks and spoons and other silver plate, china tea and dinner sets, cut-glass dishes, tumblers, wine and finger glasses, all bearing the mark or initials of the regiment to which they belonged, were in constant use.

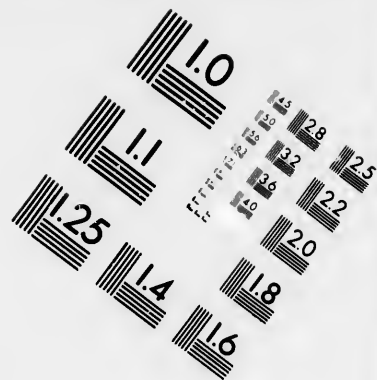
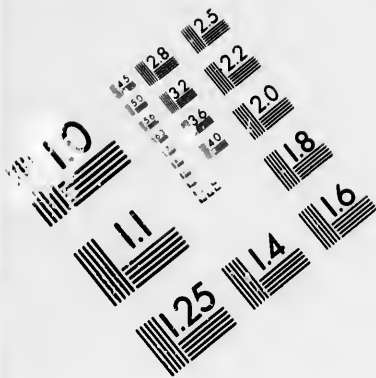
To mention very briefly the principal officers may not be improper, or, in completing a picture of the time, wholly unnecessary. These men were our enemies: none of them, I suppose, now survive; and I would speak of them, not only justly, but generously.

Sir Thomas Masterman Hardy was well known on the American coast during the war, and, unlike the infamous Cockburn, was respected as an honorable foe. He was a bosom friend of Lord Nelson, was with him in his last moments; and some notice of their parting interviews, though not strictly belonging to our subject, may not be destitute of interest. Just before the great captain set his memorable signal, "England expects every man to do his duty," he retired to his cabin, wrote a prayer, and a remarkable prayer, chiefly relating to Lady Hamilton, to which Sir Thomas was a subscribing witness. After the commencement of the battle, while Nelson and Sir Thomas were in conversation, a shot struck between them, tore off Hardy's buckle and bruised his foot. "This is too warm work, Hardy," said Nelson, "to last long." They separated for a moment. When his lordship was wounded, Sir Thomas was near, and saw three men lifting him from the deck. "They have done for me at last, Hardy," he remarked, as he saw his friend. "I hope not," replied Sir Thomas. "Yes," he rejoined, "my backbone is shot through." He was carried below. Missing Sir Thomas, he became impatient to see him. Hardy was repeatedly sent for, but could not quit his post on deck. Nelson's anxiety became intense. "Will no one bring Hardy to me?" he often exclaimed. "He must be

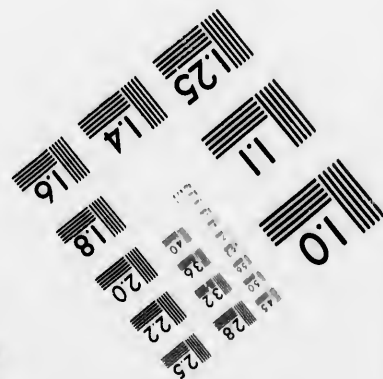
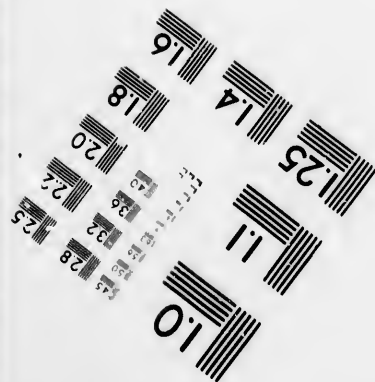
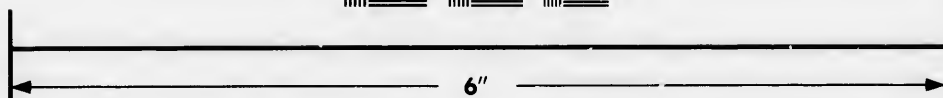
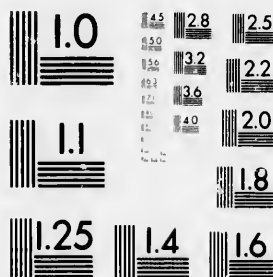
killed; he is surely dead." An hour and ten minutes elapsed before they met. They shook hands in silence. Sir Thomas struggled to suppress his anguish, for he saw that Nelson was indeed dying. The death-stricken chief was the first to speak. "How goes the day with us?" he asked. "Very well," was the brief reply. "I am a dead man," then said Nelson. "I am going fast. It will be all over with me soon. Come nearer to me." Other words were uttered, but they need not be related here. Sir Thomas, with a bursting heart, returned to his duty in the awful contest, which continued raging between the two vast hostile fleets. In less than an hour he again entered the cabin, and announced that the victory was complete. Nelson promptly ordered him to anchor. Hardy gently hinted that Collingwood would now take the command. "No, not while I live," said the expiring admiral,— "not while I live. Do you anchor." Both were silent. Nelson at length said, "Kiss me, Hardy." Sir Thomas knelt and kissed his cheek, and continued standing over him, in an attitude of deep sorrow. "Now I am satisfied," ejaculated Nelson. "Thank God, I have done my duty." Sir Thomas knelt again, and again kissed him. "Who is that?" asked Nelson. "It is Hardy," was the answer. "God bless you, Hardy," he faintly uttered: when Sir Thomas left him—forever. Thus do friends part in war. Such, a thousand times repeated, have been the leavetakings, amid the roar, the crash, the carnage, of the dreadful strifes, between the children of one Father, which politicians produce and legalize.

Sir Thomas landed the first day of the capture, and received several of the citizens, who called upon him with great politeness. He fixed his quarters at the Bucknam House,* south of Shackford's Cove,—burned in 1833,—where he continued to entertain visitors, from town and from the colonies, during his stay; though his balls and special

* See Appendix C.



**IMAGE EVALUATION
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parties were on board of his flag-ship, the "Ramilies." Among the pleasant things related of this noble and gallant seaman is the story of his attempting to ride on "Old Steel's pacing mare," to the delight of "all observers." He made poor work of it, indeed; for saddle, stirrups, and bridle were gear to which he was not accustomed, while the beast would not obey quarter-deck mandates.

A deputation of the principal inhabitants endeavored to prevail on him to change the form of the oath which was prescribed for all those who remained on the island. A gentleman who was present relates that he listened to their appeal and treated them with great courtesy and respect, but assured them that, as the oath as it stood formed a part of his instructions, he was compelled to administer it without change. Yet he said that he could make a verbal explanation which would probably relieve their apprehensions as to their extent and force; namely, that it was to be regarded as an oath of neutrality while they remained under British jurisdiction rather than of perpetual allegiance. During the interview, continues my informant, he spoke also of the war. He said it was an unnatural contest, and that, while he would not declare an opinion as to which nation was in the right, he would still remark that England did not begin it. And he said, further, that to carry out the orders of his government in such a contest gave him great pain.

Sir Thomas was nearly six feet in height, of full face, and inclined to corpulency. His complexion was florid, hair light and thin. His appearance was very fine, and his manners dignified, mild, and even kind. He departed with his ships toward the close of July, when an address* was pre-

*The original reply to this address, with the signatures of Sir Thomas and Colonel Pilkington, and several other papers, written and signed by Colonel Gubbin, and other British officers, are in my possession. Some of them are of historical interest; the perusal of others would cause an American citizen to exclaim, "Deliver me from living under martial law!"

sented to him and to Colonel Pilkington by a committee of the citizens. Early in August, Sir Thomas was off Stonington, and employed the bomb-ship "Terror" in his celebrated bombardment of that place. He died an admiral in the British army and governor of Greenwich Hospital.

Captain Senhouse was a nephew of Admiral Fleming, and a man of fine talents. He was bred a lawyer, but is represented to have been one of the best seamen in the fleet. He was engaged in the coercive measures of England against China in 1841, at which time he was Sir Humphrey R. D. Le Fleming Senhouse, Knight and senior officer in the Chinese Seas. He died on board the "Blenheim," in Hong Kong Bay, June, 1841, of excessive exertion and fatigue.

Colonel Pilkington who was deputy adjutant-general of the British army, remained but a short time. He went first to Castine, and thence to Machias, and was in command of the British force that took possession of the military post at the port, near the entrance of Machias River. He was succeeded here by Lieutenant-colonel Harris, who was left in charge of a garrison of about eight hundred men. In the course of the autumn, a re-enforcement arrived; and, until the peace, the number of troops was nearly one thousand.

A single word here of the prominent British officers who were stationed at Eastport after the departure of Sir Thomas Hardy and his fleet.

Colonel Harris resided at the fort, and was unmarried. He was neither respectable nor respected; and I pass him with the single remark that some of his own soldiers seized him at night in town, and, in revenge for a deep wrong to one of their number, whipped him so severely that he was unable to leave his room for several days afterward.

Colonel Gubbins, the second military governor, was impatient of contradiction, and not remarkably placable. His wife and children were with him, and his quarters were at

the Bucknam House. He was very exact in his pecuniary affairs, maintained a large establishment, and kept eleven fires. He had a taste for mechanics, and at his leisure indulged it in making articles of ornament and use for his family. On leaving the post (1816), it is believed that he went directly to England. He died a general.

Colonel Renney, who succeeded Colonel Gubbins, was a favorite, and is remembered with feelings allied to affection. With his family, he occupied the house owned by the late Solomon Rice. He named a child born here "Moose-island Renney." Mr. Rice, whose feeling heart was, his life long, open to soften asperities and to relieve the sorrowing and needy, possessed his confidence to an eminent degree, and used the influence he acquired to obtain favors and immunities for such of his fellow-townsmen as were objects of consideration and kindness. Colonel Renney retired from the post in 1817, and went to France the same year.

Major Anstruther, the fourth military governor, was a Scotchman. He was six feet and three or four inches high, and his limbs and person were of a corresponding size. He was a finished boxer and an adroit swordsman; and a lady, who was then a bride and with whom he opened a ball, adds that he was an elegant and graceful dancer, notwithstanding his huge proportions. His quarters were in the Starboard House, near the bottom of Washington Street. He had served in Egypt, and was in the battle in which Abercrombie fell. While in command at Eastport, he would never acknowledge the right of the Governor of New Brunswick to interfere in the affairs of the island. Colonel Renney, much to his regret, subsequently had allowed the civil authorities of the colony to serve a process here; and the sheriff of the county of Charlotte desired to repeat his visit for the purpose of arresting a merchant and carrying him away prisoner. Major Anstruther sent the sheriff a message

to the effect that, if he came on such an enterprise, he should have lodgings in the "Blackhole." On another occasion, Wright, the collector at St. John, N.B., came to Eastport to seize goods which had not been entered nor the duty paid to the crown. The merchants shut their stores, and applied to the major for protection. On the other hand, Wright made application for troops to assist him in breaking locks and taking the goods. The major stood by the merchants, and told the collector to refer the matter, if he wished, to Earl Dalhousie; and in this course he had the concurrence of Colonel Renney, who, though he had surrendered the command, was still in town.

The major was a rough man, but, unlike Colonel Gubbins, of a generous nature. The gentleman who adjusted his affairs on the eve of his departure — and the same who enjoyed the particular regard of Colonel Renney — reported to him that some persons, either by accident or design, had presented their bills, though once paid, and claimed a second settlement. "Never mind," said the major. "Pay them again,—pay everybody that asks you. You have money enough,—satisfy every one."

Captain R. Gibbon, the first and last in command, will be spoken of in another connection.

Mr. Aiken, the chaplain, lived in a house lately occupied by Mrs. Dawson, south of Shackford's Cove. His family consisted of a wife and two interesting daughters. He was a patron of the theatre,—presently to be mentioned,—and at the balls would have the last dance. He was a fine-looking man and a merry parson. His servant killed a servant of Colonel Gubbins, and hanged himself the day before he was to have been shot for the murder.

Other officers who had families were Captains Steele, Maddan, and Minchen, and Lieutenants Cruger and Villars. The silver plate of Villars was valued at twenty-five hundred

dollars. He was the only subaltern who gave dinner parties. He was extremely fond of drawing, and among his sketches were several views of the bay and harbor.

A view of a cottage in Wales, in which he lived while on duty there, was long preserved by a lady in town. Villars had been in service in India, where, he said, he kept thirteen servants. The first surgeon was Doctor Davis. He was succeeded by Doctor Johnson, a Scotchman: the last was Doctor Bett.

Town-major Williams occupies a prominent place in the narrations of several persons of whom I have solicited information, and the accounts of him are contradictory. He was often involved in difficulties with the inhabitants, and a written representation of his conduct was finally made by a committee of citizens. He was but nineteen or twenty years of age, was rash and impetuous; and it was a mistake to intrust to him the performance of duties which allowed him to indulge his passions, to the injury of those who were subject to his authority. The gentleman with whom he lived for some time retains the opinion that he was not a bad man, and remarks that he was a wild and thoughtless fellow, full of wine, jokes, fun, and frolic. He received a commission in the revenue from the collector of St. John, and made seizures which Colonel Renney disapproved, and demanded him to return. "What," said the colonel, "a British officer acting as a mere tide-waiter? Sir, I give you half an hour to restore the property you have seized." Williams went from Eastport to Malta, but soon retired from the army.

Of Lieutenant Villars, who was on guard duty at an outpost near the "Carrying Place," at the upper part of the island, there is a pleasant anecdote. He mistook the roaring of a bull, in the stillness of night, for the noise of American troops approaching to attack the British forces, and retreated to the commandant's quarters to give the alarm

and to prepare him for the apprehended contest. The circumstances afforded much amusement, and the lieutenant became the subject of jokes and witticisms on the part of his fellow-officers.

Many of the British officers were excellent men, and in their manners and habits were irreproachable. Some, however, were rough and profane. A few drank liquor to excess, but the number of those who were addicted to daily intoxication was limited. The habits of all were soon ascertained; and, as the dissipated drank nothing in the forenoon, there was a time in which business could be transacted with these as well as with the sober and regular. With hardly an exception, all of them paid the debts which they contracted with the citizens at the time appointed; while several would barely ask the amount and count out the sum stated to be due, without looking at their bills.

After the old "meeting-house" was removed from the turn of the "Old Road" to the head of Boynton Street, public worship, in the Episcopal form, was seldom omitted on the Sabbath; and the attendance was generally on the part of the officers, their wives and children.

The officers devised various amusements: theatrical performances, horse-racing, and dancing were among them.

The fall after the capture, the "Old South School-house" was fitted up for a theatre. A stage was built at the east end, which was approached from the exterior and through a window on the north side. Boxes, on an inclined plane, were erected high on the side and west end walls, and were accessible from the entry by steep stairs. Underneath the boxes was the pit.

In front of the stage was a drop-scene; and in use upon it were a number of shifting scenes, all of which were painted by the officers or soldiers. There was an orchestra, occupied by the large band of the One Hundred and Second Regi-

ment. The performers dressed in character; and those now remembered are the two Lieutenants Lester, Town-major Williams, Lieutenant Duff, Lieutenant Carr, Lieutenant Brandeth, of the engineer corps, Mr. Whitney, of the commissary department, and Lieutenant Cruger. The female parts were assumed by Brandeth and Whitney, while the inferior characters were performed by soldiers.

On the entrance of the military governor to this the first Moose Island theatre, the audience rose, the band struck up "God save the King," and followed with "Yankee Doodle." There were both a play and an after-piece each night of performance. The principal pieces recollected are "Douglas" and "Venice Preserved."

Many of the citizens attended. The price of a ticket to the boxes was one dollar; to the pit, half that sum. The receipts were considerable, and, after defraying the expenses, were devoted to charity. "Granny Hackett" was a favorite with the officers, and shared liberally from the fund.

The spring after the peace, one wing of the One Hundred and Second Regiment was ordered away, when the drama declined for the want of music and performers. But the racing of horses depended on no such contingency, and was continued from year to year. The regular race-course was on the "Old Road," between the Norwood House, subsequently owned by Rev. Mr. Harris, and the "old Bell House," opposite the burying-ground. Besides this, there was a ring of about half a mile in circuit in town. The southern track of this circle was on the brink of the hill, south of the First, and the northern track just south of the Central Congregational Meeting-house. Within a diameter thus vaguely described there were but two or three buildings, and the whole space was an open pasture. In the races, the horses of the officers were almost invariably opposed to those of the inhabitants. The British bloods were the best fed and the

best groomed; but the Yankee scrubs beat them, with hardly an exception. The money at stakes, at each race, was from five hundred to six hundred dollars. Race-day was a holiday, and was devoted to the noise, excitement, drinking, and betting usual on such occasions.

Of the balls, a single word: the first was in the "Jones House," Washington Street; there were several in the "Estey House," Boynton Street; and the last was at Pine's, or the "Quoddy House."

Before the close of 1814, a breastwork of sods and earth was built from the fort to the "Old Road," which crosses Fort Hill, and the two redoubts on the Clark land were finished. The works on Holmes's Hill, called Prince Regent's Redoubt, were not completed until the next year. Mr. Holmes, who owned the land on which this redoubt was built, claimed recompense for the timber cut on it, and for other injuries to his property. The question of damages was submitted to three of his townsmen, who awarded several hundred dollars. The officer of engineers, under whose direction the reference was agreed upon, told one of the referees that he need not be particular about the sum, and to be sure to give Mr. Holmes sufficient to satisfy him. Neither of these redoubts was constantly occupied with troops. Besides the soldiers stationed at the fort, a considerable body occupied the large store on Hathaway's Wharf; guards of thirty or forty men each were continually on duty at the most exposed points, including a large guard at Broad Cove; while single sentinels were posted at Prince's Cove, and on every principal wharf and headland. Soldiers were often severely whipped. The citizens were not allowed to be present; but they heard the groans and screams of the culprits, and sometimes at a considerable distance. Desertions, at times, were frequent. About twenty soldiers escaped within a month of the capture. Common

camp-women were numerous. Both officers and soldiers enjoyed excellent health. Lieutenant St. John, who was sick at the time of his arrival, was the only officer who died during the four years the captors held the island; while the mortality among the privates was small. Two soldiers, at the burning of the guard-house, perished in the flames; and a third, who was under sentence of death for crime, committed suicide.

British ships-of-war often came into port for supplies, for shelter, to receive news, or for despatches. The "Arab," "Fantome," "Rifleman," "Breame," and one other lay at anchor off the town at the same time. The dogs kept by the officers were a great nuisance; and the inhabitants ventured at last to levy a tax, in town meeting, of a dollar on each of the canine race, to aid in supporting the poor, but subject of course, as all votes were, to the approval of the military governor.

Martial law was strictly enforced, but the rights and property of individuals were scrupulously regarded. The morning after the capture, a number of persons from Deer Island and Campobello, on the New Brunswick side of the harbor, who had unsettled difficulties with some of the inhabitants, came over for the purpose of "getting," as they said, "satisfaction out of their hides," imagining that, as they were British subjects and as Eastport had changed flags, its new master would allow the use of club law. They landed, and, seeking out the persons with whom they were at variance, commenced threatening and abusing them; but the officer in command, on hearing of the affray, which he soon did, came among the assailed in person, and assured them of his protection, and, turning to the assailants, he told them that, if they, or others like them, attempted to settle old grudges thus, they should be put in the "Black-hole" at the fort till bread and water cooled their blood.

Yet delinquents among the citizens were punished occasionally with cruel severity. Several were tied up at the triangles on Hayden's Wharf, and whipped; and one, who was a feeble, spare man, died of the lacerations inflicted by the cat-o'-nine-tails.

Until the close of hostilities, no person was allowed to leave the island without a written pass* from the town-

Pass Moon Island 30 Dec 1864
From Majors Office
And Kirby is British subject has
permission to leave Moon Island for Dinsfield
On his private affairs the said Kirby is 5 feet
10 inches high fair hair proportionable nose pale
complexion & is 22 years of age his is to
report his arrival immediately upon landing
to the office of Lewis Bunker Boylston
To all whom it may concern
at Moon Island
this 30 day Dec 1864
Williams
Major

major. It was necessary to show this document to every sentinel stationed between town and Tuttle's Ferry; while

* By the favor of Peter E. Vose, Esq., of Dennysville, we are enabled to give a fac-simile of one of these passes, which has been kept in the family of the young man who held it. It bears the signature of the town-major, Williams, and was filled out by Haddesham, the beach sergeant, who had charge of the landings. It will be remembered that the inhabitants of the whole eastern section were held by the British authorities to be subjects of the crown, Machias and Castine as well as Eastport being occupied by their forces.—κ.

an armed vessel performed guard duty in the harbor, and brought to boats that put off from the shore.

All ordinances for the government of the inhabitants were proclaimed by the drum-major from the head of his drum, as he stopped for the purpose at the corners of the streets; and he always ended the reading with a "God save the King."

Justice was prompt. All complaints were heard and decided by the military governor. His judgment was final. Men who were sentenced were turned over to Sergeant Crook, who enforced the decree or placed them in the "Blackhole," where they lodged and fed themselves as best they could. A case brought before Colonel Renney excited much remark at the time, and is yet related. It appears that the agent of Mr. Thomas West, a merchant of Boston, came here on business for his principal, and, among other things, to collect a note of considerable amount of Mr. —. The latter took the agent to his house for the proposed object of paying the demand, actually counted the money, and received his note. Instantly, after securing the evidence of the debt against him, he swept the money back into the desk drawer from which he had taken it, and ordered the astonished agent out of doors. The agent knew not what to do. He wandered about town for several days in a sad state of mind, fearing to return to Boston, because the transaction was so remarkable that Mr. West would not, probably, credit his story. At length, he related the circumstances to an acquaintance, who advised him to apply to Colonel Renney for redress. He did so. Mr. — was accordingly summoned to head-quarters, where he met his accuser, who in his presence gave an account of the fraud. Mr. — did not deny the truth of the statement, and his countenance evidently showed that he had no defence. The colonel looked Mr. — sternly in the face, and said:

"Sir, I cannot now pronounce upon the justice of the *debt*; but you have stolen your note. Of *that* I am satisfied. Return it, return it, sir. Place this man precisely where he was before you saw him. Sergeant Crook, take charge of Mr. —!" This affair was regarded as the most infamous one that occurred while the British were in possession of the island; and the delinquent, utterly ashamed of his conduct, gladly obeyed the colonel's decree, and subsequently paid the note, to lessen the odium which he had incurred.

Another matter of a more amusing cast was referred to Major Anstruther, who succeeded Renney. I relate the story as it was often told me by the late Doctor Mowe, one of the parties. Doctor B. and Doctor M. were rival physicians. The first, though regularly bred to the profession, had not received a medical degree; while the latter was a disciple of the celebrated Doctor Thompson. Doctor B. complained to the colonel that his competitor was a quack in the practice of medicine without a diploma; that he was then in attendance upon a woman in child-bed, whom he would certainly destroy, and besought the major's interposition. The presence of Doctor M. at head-quarters was required forthwith.

As soon as all parties were present, the major, in his lofty, military way, exclaimed: "We-well, you heaven-inspired doctor, where was you educated? Where did you get your degree? Show your diploma, sir." "I was educated," replied Doctor M., "by Doctor Thompson." "And where did *he* obtain his medical knowledge?" asked the major. "From the large and extensive book of nature, sir," was the prompt reply. A student of law came in, and offered his services as Doctor M.'s counsel; but the major ordered him to withdraw. Doctor M., who knew that the complainant was as badly off as himself, now quietly turned to him, and said: "Doctor B., *you* are the oldest physician.

Suppose you show *your* diploma *first*." Doctor B., thus caught in his own trap, retired with the best grace he could.

At another time, and while Major Anstruther was in command, an effort was made to banish Doctor Mowe from the island, on the ground that he was a dangerous man, and would be sure to cause the death of all who employed him; and he was threatened with a walk through the streets tied to the tail of a cart, unless he departed. He had a patient* at the time who was very sick, and who desired his continued attendance. Doctor Mowe learned that Lieutenant Duncan, who was friendly to him, would be the officer sent to inquire into the affair; and he prepared to foil his enemy a second time. As soon, then, as he got wind of the movements against him, he sent for the barber, who shaved the patient, dressed his hair, assisted in putting on a well-starched shirt with a prodigious ruffle, and helped to otherwise arrange his person in a manner to show him off to the greatest advantage. The lieutenant, as was expected, was the major's messenger to Doctor Mowe to order him to desist from practice. The lieutenant loved good wine; and the doctor had procured some excellent "old south side," which the officer, after being seated a moment in the sick man's room, was desired to taste. Pressed to drink again, he was finally asked to consider the wine as entirely at his disposal. Thus solicited, he drank of it freely, and praised it at every glass. Conversation ensued, in which the patient bore his share. The sick man looked so well, prepared as he was for the occasion, he talked so well, and defended Doctor Mowe's treatment of his case so zealously, and the wine, withal, was so good, that the lieutenant went away quite satisfied with what he had seen, and so reported to his superior. Major Anstruther, considering that he had done all that was required of him, declined further interference; though he sent word to the patient that, if he allowed Doctor

* The late Samuel Tuttle.

Mowe to kill him after this, he must thank his own obstinacy. Here the affair ended, and Doctor Mowe was not again molested.

We pass to other topics. It will be remembered that by the terms of capitulation *all* the public property on the island was to be surrendered to the captors. This property consisted of Fort Sullivan and its arms and munitions of war, provisions for the troops, duty bonds amounting to \$64,580.27, treasury notes to the amount of nine thousand dollars, the custom-house furniture, several lots of merchandise which had been seized, the revenue boats, and parcels of real estate which had been set off to the United States, to satisfy debts against individuals. Collector Lemuel Trescott,* the collector of the customs, was not consulted by Major Putnam when the demand for the surrender of Fort Sullivan was made, and endeavored to effect his escape, with the bonds, notes, and other valuable papers in his charge; but the ship-of-war already mentioned as stationed between Lubec and Tuttle's Ferry cut off all communication. Finding that he must become a prisoner, he concealed his papers, and returned to town.

A few days previously, he had seized a vessel and cargo belonging to a man who lived on the Penobscot, who was still at Eastport, and who was much enraged at the detention of his property. This man seems to have watched the movements of the collector for purposes of revenge, and presenting himself to Sir Thomas Hardy, while Colonel Trescott was before him, answering his inquiries, gave information where these papers were secreted. By this means, the bonds and notes fell into the enemies' hands. But, as the treasury notes were specially indorsed to the collector, and as he

*Major in the army of the Revolution, and much with Lafayette, and in the troubles with France, during the administration of John Adams, selected by Washington as a colonel in the provisional army then raised. Colonel Trescott is mentioned frequently in "Thacher's Journal."

steadily refused to negotiate them, they were without value. The obligors of the bonds were, however, placed in an unpleasant dilemma. The British claimed payment as being entitled under the capitulation and as having the originals; while the United States insisted upon the right to recover on the copies which the collector had previously taken and sent to a place of security, to provide against emergencies.

As many as one hundred packages of the goods on which the duties had been secured by these bonds were still in the warehouses of the importers, and were subject, by might or right, to such disposition only as the military governor would permit; and though the merchants had the proper certificates, dated before the surrender, the collector refused to allow the validity of his own documents, and to suffer the goods to leave the island for transportation to the markets for which they were intended. After some delay, an arrangement was concluded with both governments, to the effect that the duties* on a certain part should be secured a second time, when the goods were to be allowed to go into the United States, under sufficient protection from the collector to prevent seizure elsewhere; and that the obligors of the first bonds should abide the issue of suits to be commenced against them in the British courts. In these courts, the decision was that payment should be made to the British government; and the marshal of Nova Scotia came to Eastport, very privately, in the spring of 1815, to enforce the decree. His arrival was the signal for the obligors to depart; and, with one exception, all of them escaped. They had friends among the British officers at the garrison, who felt the injustice of the steps to be taken and gave them a timely hint of their danger, and who were not a little amused at the preparations made at the fort by the commander for their confinement as soon as the marshal should have succeeded in arresting them. The officer particularly charged with the

* The amount of duties thus paid twice was \$23,981.26.

duty of fitting up apartments for their accommodation significantly asked the marshal, who busied himself in forming plans to insure success, whether he "had ever heard how the Yankees cook a dolphin." "No." "Well, then, I'll tell you: they always catch him first; and so do you catch these fellows before I turn everything topsy-turvy to make a place to keep 'em."

These obligors were twelve in number, of whom six belonged to Eastport. Of the Eastport merchants, five went to Lubec, where they built stores and wharves at the Point, and commenced business. Lubec Point, at this time, was a forest; and the only houses within a mile of the Narrows were those owned by Mr. Delesdernier* and his son-in-law, Mr. Small.

This attempt of five † citizens of Eastport to avoid the payment of these duty bonds to the British was the sole cause of founding the present village of Lubec. These gentlemen had a large interest at stake in the eastern section of Maine, which they were unwilling to abandon; and, uncertain what would be the final decision of the question of jurisdiction, they determined to remain in the neighborhood until it should be shown whether the ancient Moose Island, or Eastport, was to be retained by Great Britain or restored to Massachusetts and to the United States.

* Louis Frederick Delesdernier, an Acadian Frenchman, who espoused the Whig cause in the Revolution, and for a time was associated with Albert Gallatin in the military service at Machias. His father was a native of Geneva, and sheltered Gallatin when, friendless, he arrived in America. Mr. Delesdernier was the first collector of the customs of the district of Passamaquoddy, and was succeeded by Colonel Trescott. After Mr. Gallatin became eminent, Mr. Delesdernier used to speak of him as he was in 1780 to almost every one who had leisure to listen. As concerns myself, I was never weary of hearing him.

† The writer of this paper, when he went to Eastport in 1821, was first employed by William, son of the above-named Louis Frederick Delesdernier, and was subsequently educated to business in the counting-room of Jonathan Bartlett, one of the five founders of Lubec. [The five founders of Lubec were Jabez Mowry, Ezra T. Bucknam, Josiah Dana, Samuel Wheeler, and Jonathan Bartlett.—κ.]

The settlement which they commenced grew up rapidly ; and in 1818, when the island was formally acknowledged to belong to the United States, it had become so large and important as to compete with Eastport for the trade of the Passamaquoddy. Lubec was, indeed, highly prosperous. Buildings which cost five hundred dollars were rented for one hundred and fifty dollars per annum ; and it was the point of attraction for many persons of enterprise, who came to it from various parts of the country to establish themselves in business. The competition between the two towns was injurious to both ; and it has been said by many persons of good judgment that money would have been saved if the whole capital invested in real estate on the mainland at the Point had been abandoned, and the combined operations of the commercial community been concentrated on the island.

After retiring to Lubec, one attempt was made to secure the persons of the obligors, but without success. A party of soldiers was despatched at night to make prisoner of one of them ;* but, as the moon shone, he was apprised of their approach, and escaped. As the story is told, he rose from bed, and, seeking the lady † with whom he boarded, asked her to secrete him. With woman's ready wit, she opened a trap-door over the oven, bade him hide himself there, and, calling up her hired girl, put her in his bed, to pass in the search for its regular occupant.

Another of the obligors ‡ came to the island occasionally, but cautiously. On one of these visits here, it is related that he wore female apparel ; that the friends who knew of his intended visit, and who met him on the beach to show him the attentions due to a lady, were sorely taxed to preserve their gravity as they accompanied him through the

* My old master, Jonathan Bartlett.

† The late Mrs. Stearns, a beautiful woman, and as good as she was beautiful.

‡ The late Jabez Mowry.

streets, since he stepped off so "long," and in other respects demeaned himself with so little grace and propriety as a woman, that both he and they, in spite of all hints and lessons, were objects of attention in passing persons by whom they did not wish to be recognized. But after the return of the marshal to Halifax there seems to have been little or no motive for further concealment, since a third refugee * returned openly, and, in fact, was known by the British officers to occupy his house. He was not disturbed in his pursuits, though an officer would sometimes say, as he passed his dwelling: "Well, Wheeler, I think I must come after you to-night. You'll be at home, I suppose."

While the obligors, who were always willing to pay these bonds once, fled to escape the double payment of the duties on the merchandise which they imported in 1814, previous to the capture, they were still induced or compelled to make partial satisfaction to their enemies; and, during the time in which the subject was in controversy, they actually liquidated a second time about half of the amount of their indebtedness.

To terminate a matter so vexatious to them, they finally petitioned their own government for relief, and in 1816 Congress passed an act, granting them full discharge on payment to the United States of the amount which had not been extorted from them by the British; while the latter, solicited to be content with the part which they had received, discontinued further proceedings, compromised, and thus relieved them from all further apprehension and liability.

We have now to speak of the importations of goods in vessels which, in the language of the time, were called "neutral." Soon after the capture, a British deputy collector of the customs was appointed; and liberal terms of commercial intercourse were arranged, both to promote trade and to

* The late Samuel Wheeler.

supply the post with articles of subsistence. Thus invited, people from various parts of Maine attempted to avail themselves of the high prices and ready sale of beef cattle and agricultural produce at Eastport; and those who succeeded in eluding the officers of the United States (who, to prevent supplies from reaching the frontier, were stationed at different points on the roads) carried on a profitable business. Pork at one time was as high as fifty dollars the barrel, and several other articles of food bore a corresponding price.

The surrounding country was poor and in the rudest state of cultivation; and not only the troops, but the inhabitants, were dependent on distant places for fresh provisions and vegetables. Persons were sometimes despatched to Machias, a distance of fifty miles, as the road then was, to procure small lots of butter, eggs, and poultry. The travelling was exceedingly rough and wearisome, and the transportation of such articles expensive and precarious. By water, the communication was far easier and safer. The British were in undisputed possession of New Brunswick and Nova Scotia, and had cruisers in the waters of both colonies; and as Castine, at the mouth of the Penobscot, was soon added to their conquests, the trade between that port and Halifax was free, and attended with but little hazard. In fact, merchant vessels bound to the Penobscot frequently sailed under convoy of ships-of-war. As was the case prior to the capture, "neutral" bottoms were speedily made, to meet the wants of the American merchants who flocked to the frontier, to purchase and introduce British manufactures into the country under the forms of law.

Among the vessels which they employed was the sloop "Abo." It was well understood that she was owned by a native of New Brunswick who lived at Eastport; that she was registered at a British custom-house; and that, provided with registers of various other kinds and with masters to

correspond, she changed her nationality or flag as often as circumstances required. Loaded to the water's edge, and propelled with oars, she was yet so fast a sailer that two voyages to Sweden or Spain in a single day were among the extraordinary feats which she accomplished.

There was still another device, which consisted in the capture of British vessels; and a person who was concerned in these enterprises relates the following instance: A British vessel, loaded with goods and cleared at the *English* custom-house at Eastport for Halifax, set sail professedly for that port toward evening, but when off Allan's Island was boarded by a band of men who jabbered in imitation of a foreign tongue. By some strange coincidence, the leader of these men had a Swedish register, which recited the dimensions and name of this vessel with entire accuracy. Assuming command, he compelled her crew to abandon her, and proceeded to Lubec, a distance of only three miles, where he entered the goods at the *American* custom-house. The original crew spent the night at Rice's Island, drinking shrub and playing cards, and in the morning made a protest, in which their capture by pirates—who were in truth their own townsmen in disguise, speaking as above mentioned—was set forth with due and grave particularity. The trade conducted in these and other ways equally ingenious was very large. The duties secured to the United States on the merchandise—as appears in the custom-house records—amounted, in less than one month, to the sum of \$127,261.51. The common method and route of transportation was by land to Southbay; thence by water to Whiting; thence by land, across the lakes, to East Machias; and thence, in horse-wagons, to Boston. The "neutral" vessels earned money something as it is coined at the mint, and the compensation to agents, boatmen, and others was liberal; but yet few persons retained the property which they

acquired, and many of them spent as fast as they received. Additional conquests soon after the capture caused a change in the course of this commerce. Castine was captured on Thursday, the 1st of September, 1814, and Hampden on Saturday morning following. The Penobscot was declared the boundary between Maine and the territory now conquered, and the country east of that river was erected into a British colony. The "neutral trade" at Eastport came at once to an end. Large quantities of goods were, however, shipped from Eastport and St. John to Castine, and thence found their way into the United States. Hampden on the westerly or American side of the Penobscot became what Eastport was before its capture, and what Lubec was for two months after it. Josiah Hook, the collector of the customs at Castine, opened an office at Hampden, and entered vessels with British merchandise under the Swedish flag. Though a young boy, I well remember the occurrences there. Peleg Tallman, of Bath, appeared as Swedish consul; and a brisk business was prosecuted until the close of the river. The amount of duties secured at Hampden in five weeks is said to have been one hundred and fifty thousand dollars. During the winter there was much smuggling; and collisions on the ice, at Hampden and elsewhere in the river, were frequent and sometimes serious.

The traffic by land experienced interruptions, and several droves of cattle were seized. The officer in command of the fortification at Machias had sixty or seventy oxen in charge, which had been detained on their way to the frontier, when the approach of the British force compelled him to evacuate the post. But he left the cattle behind; and a British officer, on examining the works, wittily said that it was "the first fort he ever saw manned with bullocks."

After the peace, commercial adventures took a new turn. In 1815, the trade in gypsum, or plaster of Paris, was prose-

cuted with great spirit. In 1816, vast quantities of salt came out from England; and, as that article in the United States was high, as, too, the revenue cutters on the eastern coast of Maine were small, and could only pursue smugglers in calm weather, it was freely introduced. Yet the records of the seizures of vessels, boats, salt, fish, rum, and woolen and cotton goods — which I have examined — show that the contraband traders were not always successful.

The situation of Colonel Trescott, the collector, as appears by his correspondence,—which is before me as I write,—was unpleasant and, to use his own expression, even “hazardous.” Novel questions of law were continually coming up for decision, and instructions from the Treasury Department were indispensable. But he could only communicate with the Secretary through the post-office at Dennysville, a distance of nineteen miles from his own office at Lubec, and by a road often impassable in vehicles or on horseback. He was in constant apprehension of the seizure of his person; and, to provide against incursions from the enemy, he regularly transmitted the bonds, which he received for duties, to Boston, by special messengers. One of the persons thus employed went to Portland, a distance of two hundred and fifty miles, on foot. True Bradbury, another, to prevent suspicion of his errand, passed through the wilderness, and across the Schoodiac Lakes. The bonds which he transmitted for safe keeping to the State Bank, by three messengers, in September, 1814,—only about two months after the capture,—amounted to upward of one hundred and twenty-seven thousand dollars.

His officers, stationed at Calais, Robbinston, Whiting, and other places, to detect smugglers, were often in collision with persons who claimed that the goods which were taken from them had been entered; and the schemes and plans of the “neutrals” kept them excited and tasked his patience.

His opinion of the importation of goods, in the manner which I have mentioned, was often and freely expressed. He allowed it, he said, because "the *law* overruled" him. In August, 1814, he wrote to the district attorney that, "notwithstanding" his "advice, the merchants (and the country," said he, "is full of them) will persist in bringing merchandise in neutral vessels, and I am obliged to submit." "The neutrals," he remarks in another letter, "insist upon bringing in British manufactured goods; and I see no law I can avail myself of to prevent them. Five cargoes have been brought over since the capture of Moose Island: the one which arrived last night is a large sloop, *crowded full*." These five cargoes consisted of six hundred and sixty-nine packages. Again he wrote to the collector at Penobscot, "I cannot prevent the neutral deal, though to allow it is much against my wish under existing circumstances." In a letter to the Comptroller of the Treasury, dated in October, he said that, as "the enemy had possession of every port from the Passamaquoddy to the Penobscot, he had no authority to act in his official capacity, and should retire to Portland, or some town east of it, and there wait the orders of the Secretary." He accordingly departed the district in the course of that month, but returned in March, 1815, reopened his office, and continued at his post. He came back much against his will, it would seem, since, in a letter to General Dearborn at Boston, he said, "God knows I have wished to avoid doing business at my office." His official papers were scattered over a line of four hundred miles, and were to be searched for in by-places, and in the custody of the many people to whom their removal from time to time had been intrusted.

War introduces strange distinctions. It sets up startling definitions of right and wrong. It regulates human actions by a monstrous code of morals, all of which are illustrated by the terms of intercourse allowed and forbidden with the

frontier. The "neutral trade" was clearly open to severe censure. We have seen that the collector, though it was for his personal interest to countenance it, remonstrated against it. The government obtained the duties on the merchandise imported, it is true; but, in *principle*, in what respect did the trade differ from that which the government interdicted as treasonable?

The words "treason" and "traitor" are easily spoken at any time, and parrots can be taught to repeat them. There are human bipeds who are ever ready to cast them at those who do not bow the knee and doff the cap and shout for blood, more blood. But the cry of "treason" is raised, sometimes, to cover the guilt of those who utter it. Who does not feel that "a mother with an infant in her arms has nature's passport through the world"? And yet, when the mothers of Eastport, with babies at the breast, were held in unwilling subjection to a foreign power, it was called "treason" to feed them!

No article of the first necessity for children, for the suffering and the sick, could go *to* Moose Island without guilt; but every article of luxury and fashion could be carried innocently *from* it! The wagon of the farmer, who perhaps was a relative of some sufferer, laden with the surplus produce of his own land just across Tuttle's Ferry, was an object of suspicion, of detention, and of confiscation; but the four-horse teams which thronged the rough and difficult highways between Lubec and the Penobscot, loaded with British manufactures, for sale in Boston, New York, and elsewhere, were furnished with government passports! Men affected to be shocked when they heard that the officers of the customs had seized an ox, a lamb, or a gallon of milk on the way to the frontier; but they smiled and chuckled at the skill displayed by adventurers in changing the national character of vessels, seamen, and fabrics at Lubec and at

Hampden, the war ports of entry for goods called "neutral," but known to everybody to be British. To punish the "treason" of those who came to Eastport with provisions, an act of Congress was hinted at, and the employment of troops suggested by an American functionary; but I have nowhere found that the commercial adventurers who went to it from the great cities of the United States were threatened with the loss of liberty or life for their practices. Nay: they enjoyed the express sanction of the Secretary of the Treasury. "Neutral vessels and cargoes," said that officer, "coming from any port of the British dominions, may be admitted to enter in every port of the United States." And he added that "whether the port which they cleared be real or colorable, friendly or hostile, can make no difference in the case."

As in the embargo, the odium of the reprehensible transactions of which I have spoken was cast upon the inhabitants of the island. The public sentiment, to a very great degree, was unjust. The projectors, the great movers in these enterprises, came from abroad. There was not then a merchant at Eastport who had the experience, the capital, or the correspondence with persons in business elsewhere, necessary to plan or execute extensive importations; and their participation in the "neutral" trade was therefore limited, and confined principally to storing, shipping, and forwarding the merchandise of others, after the legal entry at the custom-house. Enough has been said to show that the people of Eastport endured many privations, and were denied many of the privileges to which they had been accustomed. True, they were allowed to manage their private concerns at pleasure, according to certain prescribed rules, and some civil rights were expressly permitted or enjoyed, by the inattention of their captors; but yet there were many things to render their situation irksome and extremely unpleasant. If they desired to pursue their maritime vocations and ap-

plied to the collector at Lubec for leave, the question arose whether, being in subjection to the enemy, they could appear as owners or masters of American vessels. If, in the business in which they might engage, they purchased fish and oil of the neighboring islanders, they were not suffered to introduce these commodities into the United States, which were the only markets for them. If fuel or fresh provisions were sent to them from the mainland, their own former townsmen — the revenue officers — were in readiness to seize whatever should come within their grasp. If they attempted to revive their trade on "the lines," they were met with the declaration that, as the boundary was not yet determined as provided in the treaty at Ghent, as Moose Island was held as a foreign place, and Dudley and Frederic Islands, though less important, were still claimed by the British, as the old lines, established long before by the collectors of the customs of the two governments for official purposes of their own, were now abolished, usages and prescriptions, in this state of affairs, were at an end, and that no indulgences could be allowed. If they endeavored to communicate with their countrymen west of the frontier, the nearest post-offices until 1816 were at Robbinston and Dennysville, both of which, at times in the winter, were inaccessible for weeks; while letters addressed to them were stopped on the Penobscot, by order of the government, and reached them only after delay and by surreptitious and circuitous routes.

In a word, claimed by England and claimed by the United States, they were partially disowned by both.* When the subject of allowing them the full privileges of British subjects was considered in the cabinet council of New Bruns-

*A number of persons who were born on the island during the foreign occupation were by birth British subjects as well as American citizens, and years after in several instances it was found convenient to remember this fact. A merchant, who in a provincial port had proceeded to sell the cargo of his vessel without the intervention of a commission merchant, not knowing that there was a local regulation which forbade

wick, the boon was denied ; and the official decision was sent to town, to be posted on the corners of the streets. So, on the other hand, when their senator appeared in the legislature of Massachusetts, it was gravely urged that, as he came from a conquered district, he could not hold his seat. Yet the Commonwealth levied the State tax as usual, and actually sued to recover it.

Peace removed some of these disabilities, but others continued during the entire period of British rule. That event caused every hostile foot, elsewhere, to leave our soil. The absurd claim to the territory from the Penobscot eastward to the St. Croix was abandoned, but the islands in the Passamaquoddy were left by the treaty in dispute. To these islands the British commissioners clung with almost invincible tenacity. "After commencing the negotiations with the loftiest pretensions of conquest," says John Quincy Adams, "they finally settled down into the determination merely to keep Moose Island and the fisheries to themselves. This was the object of their deepest solicitude. Their efforts to obtain our acquiescence to their pretensions that the fishing liberties had been forfeited by the war were unwearied. They presented it to us in every form that ingenuity could devise. It was the first stumbling-block and the last obstacle to the conclusion of the treaty."

Mr. Adams and his associate commissioners at Ghent insisted upon the immediate restitution of Moose Island and its dependencies, until they had reason to believe that further perseverance would have prevented the termination of the war, when they consented that the possession of England might be continued until commissioners, to be appointed

foreigners to transact business without a license, was saved from arrest and a fine because it was remembered that he was born on Moose Island when under martial law. A lady, of Eastport birth at that time, is now living, whose patriotic father, determined that his child should be born under the American flag, spread the stars and stripes over the mother's bed at the time of her birth.—K.

under the treaty, should decide the question of title finally. Nearly three years elapsed before the commissioners came to determine ; and six months were suffered to pass, after their decision was made, before martial law ceased to be enforced on territory acknowledged, after so much delay, to belong to the United States, and entitled therefore to all the immunities guaranteed by the Constitution.

How few now remember that a part of Maine was under the rule of officers in the British army from the 11th of July, 1814, to the 30th of June, 1818 !

Finally, Brigadier-general James Miller, of the United States army, was designated by the President, and Colonel Henry Sargeant by the Governor of Massachusetts, to receive from Captain R. Gibbon, the British officer in command, the formal restoration of Moose Island and its dependencies ; and the last day of June, 1818, was fixed upon for the exchange of national flags.

Captain Gibbon was entitled to the respect of the inhabitants ; and, on taking leave of him, they prepared and presented the following letter :—

EASTPORT, 27th June, 1818.

TO CAPT. R. GIBBON, Commandant, &c., &c.

SIR: The time being near at hand when this Island will revert to the United States and our separation being about to take place, we, the undersigned citizens of Eastport, beg leave to express to you our high respect and esteem for the disposition you have, at all times, evinced during your command, to conserve the interests of the inhabitants ; to unite moderation with firmness : and prudence with decision.

We congratulate you and ourselves, that the circumstances under which we are about to separate are so widely different from those which brought us together. The happy return of Peace between the two countries to which we are respectively attached must ever be a subject of congratulation to the people of both nations.

The causes of war having passed away, we sincerely hope the passions and resentments of the contest have passed away with them; and it is with pleasure we reflect, that it is far from being the characteristic of the enlightened people of either country, to suffer the bitterness of animosity to mingle with their joy; but rather to consider each other "*enemies, in War—in Peace, friends.*"

While from an ardent attachment to the Government of our own country, we felicitate ourselves that its laws are again to be restored to us, which must ever be more congenial to our feelings, as American citizens, than the laws of any other; we should do injustice to our own feelings, were we to be unmindful of the tribute of respect, so justly due to yourself and other officers who have presided over us; and who, in the discharge of their official duties, have had the magnanimity and uprightness to refrain from all oppression, and to overcome the temptation "*to feel power and forget right.*"

We would also avail ourselves of this opportunity to express, through you, our high consideration and esteem for Major Gallagher, whose prompt and friendly attention to the interests of the inhabitants will ever be justly appreciated.

To Doctor Bett, also, we would offer the sentiments of sincere regard and esteem: his many charitable and kind *offices* towards many of the inhabitants of this place, will durably impress his name upon the table of grateful recollection.

To the other officers of the garrison, whose habits have been but little detached from the community, and who, in the character of the soldier, have not lost the feelings of the citizen, we would present our best and most sincere wishes for their future welfare and prosperity.

Wishing you health and happiness, we have the honor to be, Sir, with great respect,

Your most obedient servants.

[Signed by John Burgin and by forty-two of the respectable resident inhabitants, in the name of the whole.]

Captain Gibbon replied thus : —

MOOSE ISLAND, June 28th, 1818.

GENTLEMEN :

I have received an Address, to which the name of you, the principal inhabitants of Moose Island, is attached.

It gives me much pleasure and satisfaction to learn that my conduct, as that of the officers of the detachment of his Majesty's troops placed under my command, have met your expressed approbation.

I beg you will accept, Gentlemen, from myself and those officers, our united thanks for such a flattering testimonial of your regard. With best wishes for your future welfare and happiness, we sincerely hope that the amity and good understanding so happily re-established between nations, of the same language and feelings, may be so strongly cemented by a reciprocity of interests and advantages, as never to meet with interruption or disunion. I have the honor, to be, Gentlemen,

Your very obedient humble servant,

R. GIBBON, Capt. 98, Commandant.

JOHN BURGIN, Esq. Moose Island.

Sergeant Crook, though of humble rank as a military man, had been the commandant's sheriff or high constable, and therefore a personage of power and consequence. He could have given the citizens much trouble. But he had executed the mandates of his superior with due regard for the feelings of the citizens, and had so far won their confidence that they had made him their own officer of police. In the hour of leave-taking, he was not to be forgotten.

EASTPORT, June 25, 1818.

TO SARGEANT PETER CROOK,
1st Battalion Royal Artillery.

SIR : As the time has nearly arrived when you will leave this place, we, the undersigned, citizens of Eastport, cannot forbear giving you some parting testimony of our respect and esteem.

The prudence with which you have discharged your various duties among the citizens, and the delicacy with which you have executed the commands of the Commandant relating to them, deserve our best acknowledgments; and we would be doing injustice to our feelings, did we not, in this public manner, assure you of our best and sincere wishes for your future welfare and prosperity.

[Signed by the most respectable inhabitants.]

The sergeant thus replied to this letter:—

EASTPORT, June 27th, 1818.

TO THE CITIZENS OF MOOSE ISLAND.

GENTLEMEN: I beg leave to acknowledge the receipt of your note, dated the 25th inst., and must confess my inability to express myself sufficiently on this occasion; but gratitude for your friendly and civil conduct towards me, as well as this mark of your approbation and esteem, demands my most sincere thanks; and that you may long enjoy health, happiness, and prosperity, is the sincere wish of,

Gentlemen, Yours, &c.

P. CROOK,
Sergeant Royal Artillery.

Early in the morning of the 30th, agreeable to the plan of arrangements, the British and American troops exchanged salutes, when the former evacuated Fort Sullivan, and the latter took possession of it. A national salute of twenty guns, "Yankee Doodle" by the band, the lowering of the British and the hoisting of the American colors, and six hearty cheers by the throng of spectators completed the ceremonies and rejoicing of the occasion. On the 1st of July, a public dinner was given to General Miller by the citizens in a spacious awning erected for the purpose on the spot subsequently occupied by the houses of Daniel Kilby

and Joseph H. Claridge. The first sentiment at table was, "The President of the United States"; the second, "The Governor of the Commonwealth"; the third, "Brigadier-general Miller."

On the annunciation of the last, Ichabod R. Chadbourne arose in behalf of his townsmen, and addressed their distinguished guests thus:—

"General,—It is with no ordinary sensation of pleasure that we again see the national standard waving over our heads. Four years' deprivation of our civil rights has given to them an increased value. The pleasure we feel on again receiving the privileges and protection of our country is in no wise diminished in having them restored to us by one who so bravely fought in their defence.

"The world has heard of the gallant deeds done at Erie, Bridgewater, and Brownston. We tender our admiration to the man who sought danger, and won for himself and country glory and renown."

To this terse and happy speech, the general made the following reply:—

"Sir,—It is impossible, at this time, to do justice to my own feelings in answer to your very flattering address. Permit me, however, to return to you, and through you to the inhabitants of Eastport, my grateful acknowledgments for the very liberal expressions of approbation contained in it; and be assured it will ever be a source of gratification to me to be instrumental in promoting your future prosperity and happiness."

Volunteer sentiments were then given, of which some have been preserved:—

By General Miller, "The citizens of Eastport,—may their future prosperity equal their present hospitality."

By Lieutenant Allanson, aid to General Miller: "Major-general Jackson, of the United States army. He would not

flatter Neptune for his trident, nor Jove for his power to thunder."

By Colonel Henry Sargent, "May we never despise our enemy, nor from him fly; but, like Miller, boldly forward march, and say, 'We'll try.'"

By Dr. Benjamin Waterhouse, "Those three bright stars, yet visible in the American horizon,— Adams, Jefferson, and Madison."

By Lieutenant Merchant, of the United States army, "The young ladies of *Moose* Island,— may they each catch a *Deer* of their own choosing."

By Jonathan Bartlett, "The commissioners under the Fourth Article of the treaty of Ghent,— they have cast our lines in pleasant places."

By Jonathan D. Weston, "The 30th of June, 1818,— which not only restored to the inhabitants of Eastport their personal and civil rights, but the right of exercising them."

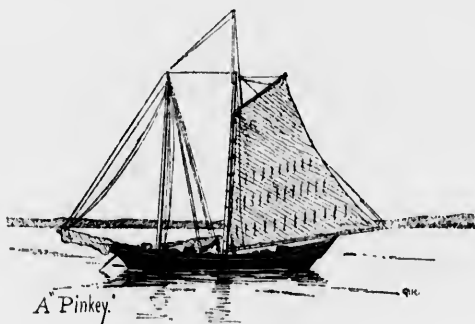
By George Norton, "May the war-whoop and tomahawk of destruction pursue the incorrigible enemies of our country until they accept the wampum belt of reformation."

By Solomon Rice, "The commissioners of Ghent,— the enlightened guardians of the honor and rights of their country."

The same day (July 1) Colonel Sargent, in a pertinent note, communicated to the citizens "the pleasure which the supreme authority of the Commonwealth of Massachusetts receives from their restoration to the full enjoyment of all the rights and benefits of our constitution and laws," and announced that the jurisdiction of Massachusetts, by the termination of the disputes relative to the boundary, was "now perfect and complete." The selectmen of the town,— Abel Stevens, Ezra T. Bucknam, and Ethel Olmstead,— in behalf of the citizens, made a suitable reply, in which they breathed the wish that those who were restored to their

former share of interest in the State government would "ever be good citizens, faithful to their country, and ambitious for the exalted character and honor of" Massachusetts.

The restoration of the island was the beginning of a new era in its annals. A spirit of enterprise prevailed immediately, and additions were made to the wharves and stores, in anticipation of an increase of business; while several gentlemen of Portland and other parts of Maine removed there, who soon gave a high tone to the moral, social, and literary character of the town and the neighborhood.



CHAPTER VI.

THE POLITICAL HISTORY OF EASTPORT.

WITH NOTICES OF THE CITIZENS WHO HAVE REPRESENTED
THE TOWN IN THE GENERAL COURT OF THE COM-
MONWEALTH OF MASSACHUSETTS AND LEGIS-
LATURE OF THE STATE OF MAINE.

BY W. H. KILLZ.

THE desire for organization developed very slowly among the original settlers of Eastport. The real life of the future American town may be said to have begun when Samuel Tuttle and John Shackford, two ex-Revolutionary soldiers, came to Moose Island, soon after the peace of 1783. They found here a few settlers, about half a dozen families, the majority of whom had either been of British sympathy or indifferent to the result of the great struggle; and many of those who came later expected to make only a temporary sojourn while engaging in frontier trade or the fisheries. The township lines of this section were laid out in 1785 by Rufus Putnam, who was afterward a prominent figure in the early settlement of the State of Ohio. The first settlers here were squatters, so called, and had no titles to the places they occupied until the island was divided into lots by Solomon Cushing, and assigned to their occupants in 1791. Plantation No. 8 included the present territory of both Eastport and Lubec, and in 1790* a population of two hundred and forty-four persons was scattered over this wide area.

* See Appendix D.

For the time they were content with a simple plantation organization, but at length began to feel the necessity of something stronger and more comprehensive, as will be seen by the following document, which is copied verbatim from the original:—

County of Washington, Commonwealth of Massachusetts.

At a meeting of the Freeholders and other inhabitants of Plantation No. 8 in the Bay of Passamaquoddy held at the Meeting House on Moose Island Monday the 13th March 1797.

On motion

That the very great inconveniences the Plantation labors under in lying so near the British Lines, and a resort for strangers during the fishing season by which indigent objects are thrown upon them, to the great damage and expence of the inhabitants whose circumstances are very unable to bear such burthens. Also that being at an extreme part of the Commonwealth, subjected to many evils for the want of suitable officers to execute the laws, which appears cannot be legally chosen by the Plantation in their present situation.

Therefore,

Voted, That application be made to the Hon'ble the General Court at their sessions in May next to incorporate said Plantation by the name of

FREETOWN.

Voted, Mess. Samuel Tuttle, John Burgan and John Allan be a Committee in behalfe of the Inhabitants. To draw up a petition to the General Court for Incorporation agreeable to the foresaid Motion and Resolve, and that they forward the same for the purpose before mentioned to some suitable person.

JONATHAN LEAVITT, Moderator.
JACOB LINCOLN, Plantation Clerk.

The text of this document is in a different handwriting from either of the signatures. The petition to the General Court, based on this authority, is carefully drawn and signed

by the committee, Samuel Tuttle, John Burgin, and John Allan. They do not seem to have felt obliged to follow their instructions literally ; for, instead of presenting the name of Freetown in compliance with the vote of the preliminary meeting, they asked to have the plantation incorporated with the name of East Port. I have heard that the latter name was first suggested by Captain Hopley Yeaton, who at that time commanded the United States revenue cutter on the station ; and its peculiar fitness for the locality must have commended it to the committee. There is now in Massachusetts a town of Freetown, adjoining the city of Fall River, which was incorporated in 1863, and derives its name from the fact that a portion of its territory had been known as the "free lands."

Nathaniel Goddard, a young merchant who was at that time carrying on a large business near where Blanchards' mill now stands, rendered important assistance in getting the act incorporated, and at a town meeting, March 11, 1799, received a vote of thanks for his services. He afterward moved back to Boston, where he became a leading merchant and accumulated a large estate. If there had been any difficulty in securing the necessary legislation, there were two members of the House of Representatives who, with their knowledge of and interest in our section, could have been of great service. One of these was Honorable Edward H. Robbins, of Milton, Speaker of the House, and the principal proprietor of Plantation No. 4, which, when incorporated several years later, was called Robbinston in his honor. Subsequently, he was chosen lieutenant governor of the Commonwealth ; and just before this time, when the present State House, which was first occupied Jan. 11, 1798, was being built, he was one of the commissioners in charge of the work, and I have heard that the columns which ornament the second story of the building in front were made

from trees cut near the West Magurrawock Lake on his plantation. The other was Colonel Aaron Hobart, of Abington, who represented his native town for fourteen consecutive years, from 1793 to 1807 inclusive, and was the original proprietor of Plantation No. 10, now Edmunds.

The following is a copy of the act of incorporation:—

An act to incorporate the plantation called number eight in the County of Washington in the bay of Passamaquoddy into a town by the name of *Eastport*.

SEC. 1. *Be it enacted by the Senate and House of Representatives in General Court assembled and by the authority of the same,*

That the plantation called number 8 in the bay of *Passamaquoddy*, bounded as follows, viz.: Southerly by the bay of *Fundy* or *Atlantic Ocean*; easterly by a line as delineated in the plan of said plantation taken by RUFUS PUTNAM, Esq., and others in the months of *June* and *July* in the year one thousand seven hundred and eighty-five, and drawn from the eastern point of *West Quoddy Head*; northerly through the narrows into *Passamaquoddy Bay*, and between *Moose Island* and *Deer Island*; northerly by a line delineated as aforesaid; and from the middle of the passage called the *Gut* between *Pleasant Point* and *Burnt Island*, running westerly and south westerly through *Cobscook Bay* by the middle of the *ship channel*, between *Crawford's* or *Denbow's Neck* and *Fall Island*, westerly by a line running southerly through said *ship channel* up *Straight Bay* to a white pine tree at its head, marked 1785 N.E., N.W.; from thence by line trees, South nine degrees thirty minutes east, four miles three hundred twelve rods to a spruce tree on the northerly shore of *Haycock's Harbour* marked 1785, SW, SE, and thence through the middle of said harbour to the bay of *Fundy*, including *Moose Island*, *Burnt Island*, *Dudley Island*, *Frederick Island*, the *Isle of Patmos*, and all other islands within the said boundaries, as described in said plan together with all the inhabitants therein, be and hereby are incorporated into a town by the name of *Eastport*, with all the powers,

privileges, and immunities which towns within this Commonwealth do or may enjoy by law.

SEC. 2. *And be it further enacted by the authority afore said,*

That JOHN ALLAN, Esq., be and hereby is empowered to issue his warrant to some suitable inhabitant of said town, requiring him to warn the inhabitants thereof to meet at such time and place as he shall therein set forth to choose all such officers as towns are by law required and empowered to choose in the month of March or April annually.

Signed by Samuel Phillips, President of Senate, Edward H. Robbins, Speaker of the House, and Increase Sumner, Governor, Feby. 24, 1798.

Eastport was the one hundred and sixteenth incorporated town in Maine, where there are now nearly four times that number, and the sixth town in Washington County. Prior to 1789 there were but three counties in Maine (York, Cumberland, and Lincoln); and this section was included in the territory of the latter, of which the shire town was Pownalborough, which afterward took the name of Wiscasset. When Washington County was established, June 25, 1789 (and Hancock County same day), it had but one incorporated town (Machias) in its limits; and the census taken the following year showed a population of only 2,758 in the entire county.

In compliance with the provisions of the act of incorporation, Colonel Allan issued his warrant to John Burgin, Esq., who notified and warned the inhabitants to assemble at the meeting-house on Moose Island on the 21st of May, 1798, to organize the new town of Eastport and choose town officers. The fact that in this little edifice began the political as well as the religious life of the town is a good reason why some monument should mark its site.

At this first meeting, the following officers were chosen :

Jonathan Leavitt, moderator; Jacob Lincoln, town clerk; Paul Johnson, William Clark, Sen., of Soward's Neck, and John Burgin, selectmen and overseers of the poor; Samuel Tuttle, Jonathan Morgan Owen, and John Newcomb, assessors; Dominicus Rumery, Andrew Bowman, constables; Laban Stoddard, Jos. Clark, Jr., tithing-men; Daniel Joy, collector; John Newcomb, William Allan, of Dudley Island, Solomon Cushing, Laban Stoddard, and Jonathan Leavitt, surveyors of lumber; John Newcomb, Jos. Clark, and William Clark, inspectors and cullers of fish; Lemuel Trescott, town treasurer; Solomon Mabee and Eben Ramsdell, hog-reeves; John Allan, Jonathan Leavitt, and Thomas Dexter, auditors of accounts; William Ricker, Samuel Tuttle, and Benjamin Reynolds, fence-viewers; Jonathan Leavitt, William Rumery, William Hammon, William Ramsdell, and Caleb Boynton, surveyors of highways.

On the 5th November, 1798, there appears to have been held both a town meeting and an election for member of Congress for the first eastern district; and, as the record in both cases is somewhat peculiar, they are worth repeating. At the former, the moderator read a letter from foreman of grand jury, stating that a presentment had been made because the town had failed to procure ammunition, whereupon it was voted "that inhabitants view it as an insult that any such presentment should be made in so short a time after incorporation," etc.; and for member of Congress there is reported: "Henry Dearborn, thirty votes, Silas Lee, no votes, when the selectmen proclaimed Henry Dearborn a majority of the town."

Apparently there was not much interest in these Congressional and State elections. Few people turned out, and the votes were all one way. The population of the town at this time must have been nearly five hundred (by the census of 1800, it was five hundred and sixty-three), and ought to have

cast a much larger vote. It was not easy getting to the polls. Practically there were no roads. Travelling was done in boats or by walking along the shores and beaches. The fact that the meeting-house was built at a place which has never had anything like a village about it shows that no centre had yet begun to develop. Two or three years later, the land which now comprises the busiest and most compact part of the town (the section between Key and Washington Streets) was sold for the trifling sum of eighty dollars. In selecting the site for the first meeting-house, the accommodation of worshippers coming from the neighboring islands must have been considered. There seems to have been a disposition to consult the convenience of the voters residing on the main by holding town meetings there part of the time; and the polling place for the annual State election of Monday, April 7, 1799, was at the house of Mr. Benjamin Reynolds on Soward's Neck, and, on closing the polls, the vote stood as follows:—

“His Excellency, Increase Sumner, governor, twenty-eight votes; his Honor, Moses Gill, lieutenant governor, twenty-eight votes; the Honorable Alexander Campbell, senator, twenty-eight votes. No negative appeared.”

Monday, Nov. 3, 1800, Nathaniel Dummer received all the votes cast for representative to Congress, first eastern district, thirteen in number, which shows how little interest was felt in the election.

Formerly, the Massachusetts House of Representatives was a variable body, having a larger number of members on some years than others. In 1812, when there was an exciting political contest, it consisted of seven hundred and forty-five members, of whom two hundred and fourteen were from Maine. As they occupied the same hall which now accommodates only two hundred and forty, there must have been pretty close stowage. By the constitution of the State, a

town of one hundred and fifty ratable polls was entitled to one representative, and one for each additional two hundred and twenty-five polls. A town could vote not to send, and would save money by so doing; for, while the State paid the travel of the representatives, the amount of their *per diem* allowance was charged back and collected of the towns. Eastport seems first to have become entitled to representation in 1805; for, at the May election in that year, it was voted "not to send." Similar action was taken in 1806; and, in 1807, for the first time, the most eastern town in the Commonwealth sent a representative to the General Court.

In modern times, the addition of "Esq." to a man's name is in most cases simply a term of compliment or respect; but formerly this title had a very definite meaning, and indicated important rank and station. The word comes down to us from classic times, when it meant a shield-bearer. In the days of chivalry an esquire was the lieutenant of a knight, then in England it belonged to the sons of the nobility, and in later days was bestowed upon all magistrates. Our New England ancestry were quite punctilious in their use of titles. If a man was squire or deacon, captain or ensign, he got the benefit of it whenever his name was used; and it was not every one who could be addressed as Mr. (master). The ordinary prefix was goodman. It is related that "in 1631, Sept. 27th, Josiah Plaistow of Boston, for a misdemeanor is sentenced by the Court of Assistants hereafter to be called by the name of Josiah, and not Mr. as formerly he used to be." Magistrates had the title of Esq. as in England, and it was also allowed to representatives to the General Court; while members of the State Senate, the lineal successors of his Majesty's Council, were Honorable. Important military titles, and sometimes those of a professional character, were given preference; and not unfrequently a prominent citizen was given a title at both ends of his name. On the town

records it is written that, at the election of 1806, Hon. David Cobb, Esq., and Hon. Mark L. Hill, Esq., each received fifty-four votes for senators; and in the burying-ground at South Abington there is the headstone of Col. Aaron Hobart, Esq., who has already been mentioned. In the notices which follow, the intention is to give in each instance the title warranted by custom.

At the election held May 4, 1807, Eastport chose for her first representative Colonel Oliver Shead. He was the son of Oliver and Chloc (Jones) Shead, born in Brookline, Mass., Oct. 29, 1777, came to Eastport as clerk of Nathaniel Goddard, who was the second* merchant to establish himself here, which he did in the year 1789. Afterward, Mr. Shead connected himself in trade with Aaron Hayden, under the firm of Hayden & Shead; and they succeeded to Mr. Goddard's large business. He built the first two-story house on the island, at the North End, near where the bridge now crosses. It has recently passed into the hands of Mr. E. A. Holmes, and lost its identity in the improvement of the estate. In 1802, he was appointed the first postmaster, and held the office until his decease; and he was the first coroner, was town treasurer from 1800 to 1811, when, declining re-election, he received a vote of thanks in town meeting. He owned the first horse on the island. It was a vicious, black animal, which grown up children, who had never seen the like before, called an ox without horns, and smaller children called "the devil." He was chosen second captain of the town militia, John Shackford having been the first. His order, dated Aug. 16, 1800, directs Mr. Henry Wade, sergeant of the Eastport militia, to notify and warn the train band of militia in this town from eighteen

*The first merchant in Eastport was a Mr. Warren, who came from Boston before 1789, and had his store on Clark's beach, near Clark's ledge, where J. T. Pike & Co.'s establishment was in later years. He afterward moved to Allan's Island and did business there.

years old to forty-five to appear on parade at a place called Reynolds Point, or Soward's Neck, on Saturday, the 30th day of the month, at nine o'clock in the forenoon, equipped according to law of military duty and discipline, etc.*

Musters were held at Pleasant Point, and the Eastport company went in boats. There was present, also, the company from along the river up to Schoodic, under the command of Captain Thomas Vose, and I suppose the third company, which included the men of Dennys River, Pennamaquan, and Orangetown. As Captain Shead's and Captain Vose's commissions bore the same date, there was a serious dispute as to which was entitled to the right of the line; and Captain Shead was arrested by Major Brewer, and the Eastport company placed under the command of his first lieutenant, Jacob Lincoln. At a later day, Captain Shead was tried by court martial and acquitted, and was afterward chosen major and then colonel of the regiment. When elected to the General Court in 1807, he was allowed for four hundred fifty miles travel, that being the distance by post road from Eastport to Boston; and the only other member from Washington County at the time was John Dickinson, of Machias. In 1808, the town voted not to send; but Colonel Shead was re-elected, 1809, 1810, and 1811, having the last year Mr. Delesdernier for colleague, the increased population of the town being sufficient for two representatives. Colonel Shead was a comparatively young man, only thirty-six when he died at Eastport, Nov. 18, 1813, being still at the time postmaster of the town, and colonel of the Third Regiment and Second Brigade, Tenth Division of the militia of the Commonwealth, of which John Balkam and Joseph Whitney were majors. In later years, his son, also Oliver Shead, filled the same position of postmaster of the town eight years, from 1837 to 1845; and his grandson, Edward E.

* See Appendix E.

Shead, the publisher of this volume, is now president of the Frontier National Bank.

At the annual town meeting, April 2, 1810, it was "voted that a committee be chosen by the people of Sowards Neck to petition the legislature of Boston to be set off from Moose Island and be a town or district by itself"; and Samuel Yeaton, Joseph Clark, Jr., and Benjamin Reynolds were appointed the committee. The petition signed by this committee asks "that all that part of the town called Sowards Neck, Denbos Neck, and all the parts not connected with Moose Island, may be set off into a district by the name of Lubec, because, among other reasons, their interests which are agricultural are materially different from those of Moose Island, that the municipal regulations require a different arrangement, and the parochial and pecuniary concerns, a different management," etc. The petition is in the handwriting of Jonathan D. Weston, at whose suggestion, as I have heard, the name of Lubec was selected. It bears an indorsement showing that it was sent to be presented at the May session, but was received too late for action. Next year, April 1, 1811, a committee of six was appointed to draft a bill for the separation of Soward's Neck from Moose Island, consisting of Jonathan D. Weston, Jabez Mowry, Sherman Leland, Samuel Beals, Joseph Clark, Jr., and Benjamin Reynolds; and at a later meeting, May 6, it was voted to accept the draft of the bill reported by this committee.

Lubeck, as the name is spelled in the act of incorporation, which is dated June 21, 1811, was the one hundred eighty-eighth town in Maine. Besides the mainland, it included Dudley, Frederic, Mark, and Roger's Islands; and, until the population of the town should be sufficient to entitle it to separate representation in the legislature, it was to continue to join with Eastport in the election of representatives,

and to pay its proportion of the expenses thereof, and, at the meeting for such purpose, the selectmen of Eastport were to preside.

By the separation of Lubec, the town was greatly reduced in its proportions, and became in territory about the smallest municipality in the State. Eastport did not as heretofore include within its borders the extreme eastern point of land in the United States. It used to be supposed that Todd's Head was the jumping-off place, as it was called; and even so competent a historian as Mr. Weston publishes the statement, and a good deal of sentiment has been wasted by visitors who have gone there with the supposition that they had reached the most eastern extreme of the republic, though West Quoddy Head in Lubec (its Indian name is Cheburn) is nearly a mile farther east.

This division of the town naturally closes the first chapter of its history. The census of 1810 showed a population of 1,511, all of three times what it was when incorporated a dozen years before. The increase had not been a steady, healthy growth. The embargo and the other restrictive measures which preceded the second war with Great Britain, while they closed the regular avenues of commercial intercourse between the two countries, turned it into illegitimate channels, and sent to this frontier a horde of adventurers; and vast quantities of merchandise were taken out of the country as well as brought in, in defiance of official interference. The stirring incidents of this period, as well as those of the war which followed, have already been faithfully and graphically related, and can only be hinted at here. The effect upon the morals as well as the reputation of the place was decidedly injurious, and during these years but little was done to promote the higher interests of the community.

One notable event was the erection in 1809 of the school-

house at the head of Boynton Street, on land which had been presented to the town by Caleb Boynton, the original proprietor, and had already been the site of a smaller school-house, which was destroyed by fire in the winter of 1808-9. The new edifice, long familiarly known as the Old South, did excellent service in the thirty-six years of its existence, when it, too, was burned, to be replaced by the Boynton School-house. For many years it was occupied on Sunday for religious worship by different societies, before they were able to build meeting-houses. It was the place for lectures and exhibitions. Town meetings were held here,



WEST QUODDY LIGHT, BUILT 1809.

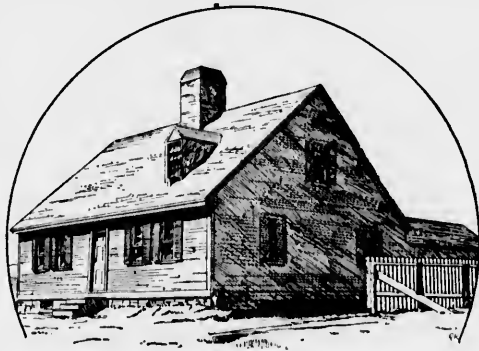
and during the British occupation it was used as a theatre. During this period, also, the United States made two important constructions within the limits of the town,—one the battery and barracks at Fort Sullivan, and the other the light-house at West Quoddy.

An important local event of the time was the institution of Eastern Lodge of F. A. Masons on the 11th of August, 1801, at the house at Todd's Head, then owned and occupied by John C. Todd, which is still standing, well known as the residence of the late Nathan Bucknam. In the Masonic records, the lodge-room is called "Mantuan Hall." The petitioners for the charter were among the leading men of the section: Daniel Putnam Upton, the first lawyer in practice here, whose son, George B. Upton, born on the main in Eastport, was afterward a prominent Boston merchant; Oliver Shead, the first representative of the

General Court and first postmaster; Louis Frederic Delesdernier, the first collector of the district of Passamaquoddy; General John Brewer, of Robbinston, the first of that rank on the frontier; Hopley Yeaton, commander of the first revenue cutter on the station; Abijah Sherman, Joshua Chase, and William Ramsdell.

This was a time of sharp political contests throughout the country. In the earlier years, Eastport generally gave a majority for the Federal candidates; but, after 1806, the vote was largely for the Republican, or, as it was getting to be called, the Democratic party. Sometimes but little interest was taken; and in 1810 only thirty-one votes were cast for representative, of which Colonel Shead received twenty-two, and was elected.

It needs to be remembered that at this time there was a



MASONIC HALL.—1801.

property test; and no one could vote unless he had real estate in town of the rental value of £3 (\$10) a year, or other property amounting to £60 (\$200). I remember hearing my father say that, when he became of age, which was only a few days before election, there was some talk about his voting, and he suggested that, being just out of his time and without property, he did not see how he had a right to vote; but the officers of Plantation No. 2 said: "Why, of course Daniel has a right to vote. He has got his clothes and his watch;

and, of course, a young man like him is worth \$200." So his name was put on the list; but he never felt just right about it, and was glad when the law was repealed.

The following extract is made from the town records of the time:—

At a legal meeting held on the 24th day of October, 1803, agreeably to warrant the following business was transacted.

1st Chose Aaron Hayden moderator.

2nd The report of the Selectmen respecting the road from Mr. Shackford's to the Meeting House was read. On motion, Will the town accept the road agreeable to the report and survey of the same, it passed in the negative. Voted that the town accept the road as laid out from Mr. Shackford's to Mr. Todd's northern line.

This was Water Street. Judge Burgin fought hard to have it laid out of suitable width; but it seemed impossible to convince the inhabitants that anything more spacious than a foot-path where two hand-barrows could pass each other was needed. They considered it a waste of land and expense in building to put over twenty feet into the width of a highway along that shore, and it was not until after the fire of "'39" that the street was improved to its present width. The following list gives the names of those who filled the most important town offices during this first period:—

Moderators: Jonathan Leavitt, 1798 and 1799; William Allan, 1800; Oliver Shead, 1801; John Allan, 1802; Lemuel Trescott, 1803 and 1807; Aaron Hayden, 1804; John Burgin, 1805, 1806, 1808, 1809, and 1810. Town clerks: Jacob Lincoln, 1798 and part of 1799; Joseph Y. Burgin, 1799, 1800, 1801, and 1802; Benjamin R. Jones, 1803 and 1804; Jonathan D. Weston, 1805, 1806, and 1807; Thomas Burnham, 1808, 1809, 1810. Treasurers: Lemuel Trescott, part of 1798; James Bradbury, 1798 and 1799; Oliver Shead,

1800 to 1810 inclusive. Selectmen: John Burgin, 1798, 1799, 1800, 1801, 1803, 1804, 1805, 1806, and 1809; Paul Johnson, 1798; William Clark, Sen., 1798; Benjamin Reynolds, 1799, 1809; James Bradbury, 1799; Jonathan Leavitt, 1800; William Allan, 1800, 1803; Lemuel Trescott, 1801, 1804, and 1805; Jacob Lincoln, 1801; Samuel Tuttle, 1802; Jonathan M. Owen, 1802; Jacob Clark, 1802; John C. Todd, 1803, 1804, 1805, and 1810; L. F. Delesdernier, 1806; Josiah Dana, 1806; Aaron Hayden, 1807; Rufus Hallowell, 1807; Jonathan D. Weston, 1807 and 1808; Samuel Wheeler, 1808; Joseph Clark, Jr., 1808; Thomas Burnham, 1808; Thomas Rice, 1810; Jerry Burgin, 1810.

At the election of April 3, 1811, the town having become entitled to two representatives, Lewis Frederic Delesdernier, Esq., was chosen as colleague to Colonel Shead. When the Revolutionary War broke out, a considerable body of people in Cumberland County, at the head of the Bay of Fundy, in Nova Scotia, were in sympathy with the American cause. An expedition was organized to attempt the capture of Fort Cumberland, which was garrisoned by British troops; but it failed most disastrously, and those concerned in it were obliged to make their escape as best they could. Among the number was a young man by the name of Lewis Frederick Delesdernier, whose parents, natives of Geneva in Switzerland, had emigrated to Nova Scotia a few years before his birth, in 1751. After the defeat, he with others made his way over to the North Shore, then along to the St. John River, and, under the guidance of the Indians, up and across the wilderness to Machias, where he found Colonel John Allan, who had come from the same neighborhood, in command of the American forces and superintendent of the Indians in the Eastern department. By a commission dated May 18, 1777, Colonel Allan made young Delesdernier his secretary, with the rank of lieutenant in the Continental

Army. While in this service, he was decoyed on board a British armed vessel, which had come into the vicinity disguised as a trader, sent to Halifax, and held as a prisoner of war until he was exchanged.

His connection with Albert Gallatin, who afterward became a distinguished American statesman and financier, is worthy of being related. Gallatin, who came of a prominent Swiss family, was born at Geneva in 1761, and graduated at the university of that city in 1779. His friends desired him to accept a position and remain near home; but he was determined to come to America, and take part in our struggle for liberty. His friend, Henri Serre, accompanied him; and they landed at Cape Ann July 14, 1780. They had letters of introduction from Benjamin Franklin to his son-in-law, Richard Bache, Postmaster-General at Philadelphia, and Lady Julianne Penn also wrote John Penn, Esq., of the same city; but, after riding on horseback from Gloucester to Boston, they took refuge at a French coffee-house in Fore (now North) Street, kept by one Tahon, and here they met a Genevese woman, and glad, in their homesick condition, to find one who could talk their language, they were quite ready to make new plans and go among her friends. The story is best told in letters written by them to another friend, Isare Badollet, theological student, who remained at Geneva. These are published in the original French in Adams's *Life of Gallatin*; and from them the following free translation has been made:—

MACHIAS, 27 Sept., 1780.

I am going to tell in detail the state of our affairs. In the house where we lived in Boston we met a woman who had married a man from Geneva, named Lesdernier of Russin, and of whom I believe I have told you a few words in one of my preceding letters. It was thirty years since he came to establish himself in Nova Scotia. You know that this province and Canada are

the only ones that remain under the British yoke. A portion of the inhabitants of the former attempted to revolt two or three years ago, but not having been sustained they were obliged to flee to New England, and among them was one of the sons of De Lesdernier. He came to this place, where he was made lieutenant. He was afterward taken prisoner and carried to Halifax, the capital of Nova Scotia. His father went to see him in prison, and made him more comfortable until he should be exchanged. He suffered much that was disagreeable from his friends, who reprimanded him with having a son among the rebels. He had afterward a portion of his property taken by the Americans while he was trying to transport it by sea from one place to another where he was going to establish himself. The hope of recovering them if he came to Boston, together with the memory of the affair of his son, led him to leave Nova Scotia with another of his sons (three others being in the service of the King of England) and his wife. When he came to Boston, not having been able to recover anything, he had gone to Baltimore in Maryland, to see if he could find anything to do there, and on the arrival of the French fleet in Rhode Island he went there and took a priest (*Capucin*) to serve as a missionary among the Indians in this place, for they are partly French and all Catholics. At the same time, finding it difficult to dispose of our tea, and seeing the obstacles to commerce on the Pennsylvania coast, we exchanged it for the merchandise of the islands,* and decided to come here and buy fish and make trade with the Indians for furs. Machias is the last place on the north-east of New England, about one hundred leagues from Boston, in the District of Maine, which belongs to the State of Massachusetts Bay. It is only fifteen years since they have founded a settlement, which is very poor because of the war, and which consists of only one hundred fifty families spread over a space of three to four leagues. We are in the principal settlement, where there is a fort, Colonel Allan commandant of the place and superintendent of all the Indians who are between Canada, Nova Scotia and New England and all the officers. Lesdernier, the son, with whom we live, is a very fine fellow. We shall pass the winter here and probably take some of the land

* Produce of the West India Islands, rum, sugar, tobacco, etc.

next spring; not here, but a little farther to the north or south, where it is better.

They seem to have enjoyed themselves at Machias. Serre writes:—

My dear Friend Badollet,— We are here in a country which I think you would like. We live in the midst of the forest, upon the border of a river. We can hunt, fish, or bathe, and go on skates (?) when we please. At present, we roast ducks before a good fire; and, what is better, we cut the wood in the forest ourselves. You know how we amuse ourselves at Geneva in sailing a boat. Well, I amuse myself better here navigating the canoes of the Indians. They are constructed of birch bark, and are charming to go with one or two inside. One can lie down in them as in a bed, and can paddle at his ease. There is not a little stream which has no water enough for one of these pretty craft. Once I descende very slight little river. The weather was superb. I saw me ows at two feet from me. I was reclining in the canoe upon a blanket. There was so little water that I seemed to glide along upon the reeds and grass. I do joiners' work,— carpenter work. I draw, I play the violin. There is no deviltry (*diablerie*) that I do not amuse myself with. Remember, with all, that we are here in company with five Genevans, male and female. It is true that three of them were born in America, but they have none the less preserved the republican blood of their ancestors; and M. Lesdernier, the son, born in this continent of a Genevese father, is the one of all the Americans that I have seen the most zealous and full of enthusiasm for the liberty of his country.

And in another letter:—

I hope you will come next summer to aid me in paddling in an Indian canoe. We will go up the river St. John and the St. Lawrence, and visit Canada.

Writing to a friend many years after, in 1846, Gallatin said he twice went to Passamaquoddy as a volunteer under Colonel Allan; and the first time, in November, 1780, he

was for a few days left in command of some militia volunteers and Indians, and of a small temporary work defended by one cannon, which was afterward abandoned. In those early days, when but little land had been laid down to grass, great store was set on the natural meadows; and Mr. Delesdernier told the late I. R. Chadbourne that Mr. Gallatin helped him cut hay on Frost's meadow, on the borders of Boyden Lake.

The next year, the two young Swiss returned to Boston; and Gallatin found employment in teaching French at Harvard College. Shortly after, he went to Virginia, where he made some purchases of land. Then, removing to Pennsylvania, he became a member of the convention to revise the constitution of the State. In 1793, he was chosen United States senator, but declared not eligible, as sufficient time had not expired since he took the oath of allegiance, in 1785. In 1801, President Jefferson appointed him Secretary of the Treasury, which office he held until 1813. In 1813 he was one of the United States commissioners to negotiate the treaty of peace at Ghent, in 1815 minister to France, and minister to Great Britain in 1826. He lived a retired life in his later years, and died in 1849.

After the close of the Revolution, Mr. Delesdernier moved to Passamaquoddy. He was the successor of Samuel Tuttle, the first collector of excise under the laws of Massachusetts, and at that time lived on the small island known in the boundary disputes as Frederic Island. Afterward, Solomon Rice kept store there, and it got the name of Rice's Island. When the United States revenue system was established, Lewis Frederic Delesdernier was appointed, on 3d of August, 1789, first collector of the district of Passamaquoddy. In 1795, the first post-office was established in this section; and he was appointed postmaster. Mails came along once a fortnight, brought by a man on foot. He then lived at

Flagg's Point in the Narrows, on the shore of a wilderness, with only one other house near at hand; and, as he was collector and postmaster for the entire region, it is apparent that business was not brisk. The post-office was abolished in 1805, there having been one established on Moose Island. In Lederney's Point, near his old residence, his name is preserved, though afterward it came to be pronounced according to the English spelling, and sometimes only the first two syllables were used.

When business began to develop on Moose Island, he moved over, and set up his office on the shore below Shackford's Cove; and the way leading to it still retains the name of Custom House Street. The passage of the Embargo Act in 1807, by which exportation of merchandise to Great Britain and its dependencies was prohibited by law, and the enormous temptations for its violation on the frontier, placed the collector in a most trying position, as he with the forces under his control was expected to prevent it. And it is not at all surprising that the affairs of his office got into a state of great confusion; and, although the head of the Treasury Department was his old friend Gallatin, who would be disposed to favor him if possible, it was found necessary to make a change in the office, and Major Lemuel Trescott, the collector of Machias, was appointed in his place in 1811. At a later date, his accounts were satisfactorily arranged with the department. The same year he was chosen representative to the General Court as colleague to Colonel Shead, and in 1812 was again elected with Mr. Leland. For his services in the Revolution he received, by vote of Congress, a liberal grant of land in Ohio. He died at or near Calais in 1831. His son, Honorable William Delesdernier, at one time an Eastport merchant, was an energetic Democratic politician, high sheriff of Washington County, represented the Baileyville class in the State legislature, and at

the time of his decease, which took place when the legislature was in session, was senator from the district which included the northern townships of Washington County and the whole of the then sparsely settled county of Aroostook. Mrs. Emily Pierpont Delesdernier, daughter of the old collector, was author of several works of fiction. A grandson, Lewis Frederick Delesdernier, now of Houston, Texas, served in the Confederate navy during the War of the Rebellion; and another grandson, who was in the Southern army, died of wounds received at the battle of Manassas.

The third representative chosen from Eastport was Honorable Sherman Leland, who was elected May 4, 1812, as colleague of Mr. Delesdernier. He was son of Eleazer and Elizabeth (Sherman) Leland, born in Grafton, Mass., March 29, 1783. While and after teaching, he studied law in several offices, the last of which was that of Honorable Edward Bangs of Worcester, Mass., where he was admitted to the bar in December, 1809. He came to Eastport immediately after, and commenced the practice of his profession about Jan. 1, 1810, and, though an entire stranger, soon obtained a fair share of business. His office stood near the foot of Washington Street. He also began to take an interest in public matters soon after arrival. In July, 1810, was chosen ensign in the militia, and in February, 1811, promoted to lieutenant. In October of the same year, he received from the governor of the State the appointment of county attorney for Washington County. In 1812, he was elected selectman and representative to the legislature. After the breaking out of the war, he was in December, 1812, made first lieutenant in the corps of volunteer troops raised by the government to serve on the eastern frontier, and April 12, 1813, was appointed captain in the Thirty-fourth Regiment of the United States army, stationed at Eastport and Robbinston, until in June, 1814, he resigned, and returned to the

practice of his profession. Soon after the capture of the island, he left this part of the country, and settled in Roxbury, Mass., which town he represented in the General Court in 1818, 1819, 1820, 1821, and 1825, and when the separation of the State of Maine was being arranged was a member of the committee which had the matter in charge. In 1820, he was chosen delegate to the convention for the revision of the constitution of Massachusetts. In 1823, 1824, 1828, and 1829 he was a senator from Norfolk County, and in 1828 president of the State Senate. In 1826, Harvard College conferred upon him the honorary degree of Master of Arts. He was appointed Judge of Probate for Norfolk County in 1830, and continued to hold that office until his decease, Nov. 19, 1853. His eldest son, Edwin Sherman Leland, born at Dennysville in 1812, has for many years been a practising lawyer at Ottawa, La Salle County, Ill.; and William Sherman Leland, grandson of Judge Leland, and a graduate of Harvard College, is a lawyer in Boston. Representative Leland was allowed for four hundred and two miles travel from Eastport to Boston, the distance by post road having been reduced to that length from four hundred and fifty miles on Colonel Shead's first trip.

The disagreements between the two governments, which had been the cause of the various acts of embargo and non-intercourse, finally culminated in the declaration by Congress on the 18th of June, 1812, that war existed between Great Britain and the United States. When the news reached Eastport several days later, there was much excitement and confusion. A number of the citizens took immediate steps to move their families and goods to less exposed places, and many went away. "The inhabitants on both sides of the boundary line, feeling that the injuries which they could inflict on one another would only imbitter their own lives without helping either government, and bound together by

ties of business, consanguinity, and friendship, determined to mutually discourage predatory excursions, and to live on as amicable terms as the state of affairs would allow. To a very considerable extent, this resolution was adhered to throughout the conflict."

At the election, May 3, 1813, it was voted to send one representative; and Jonathan Delesdernier Weston, Esq., was chosen. He was son of Jonathan and Lucy (Parker) Weston, born at Reading, Mass., April 30, 1782. He graduated from Harvard College in 1802. Soon after, he began the practice of law at Columbia in this county, but at the end of a few months removed to Eastport, where he entered the office of Daniel Putnam Upton, Esq. Evidently, lawyers were then considered valuable additions to the community, to be allowed the privileges of citizenship without waiting for the expiration of the legal term of residence. The town records show that on the 3d of November, 1800, it was voted that "Daniel P. Upton should become and be considered a citizen of Eastport," and on the 24th of October, 1803, "Mr. Jonathan D. Weston was voted an inhabitant of this town"; and I do not find that new-comers of any other class or profession were ever favored in a similar way. Mr. Weston began immediately to take an interest in town affairs, which continued through the remainder of his life. He was early chosen town clerk, in 1805, 1806, and 1807, and again in his last years, 1832, 1833, and 1834, and served as selectman and moderator, besides filling other town offices, and was also appointed county attorney for Washington County. When, after the treaty of Ghent, the Holmes Barclay commission was organized in 1816 to settle the disputed nationality of the Passamaquoddy islands and Grand Manan, Hon. James T. Austin, of Boston, represented the United States as agent and advocate; and Mr. Weston, who was selected as his assistant, did a good deal of work in collecting evi-

dence and making up the American side of the case. In 1820, Bowdoin College conferred upon him the honorary degree of Master of Arts; and he was an early member of the Maine Historical Society. For a number of years he was deputy collector of customs, and while the collector's office was at Lubec a large share of the customs business of the district of Passamaquoddy was done by him in the little hip-roofed building opposite the foot of Washington Street.

By education and experience, Mr. Weston was well qualified to write the history of Eastport to his own time; and, after the organization of the Eastport Lyceum, he was called upon to deliver a lecture on that subject. He was in failing health at the time; but the lecture which he prepared was read on two evenings of April, 1834, by his son, William Nelson Weston, himself a lawyer and a graduate of Bowdoin College, who died four years later in Florida, where he had gone for the benefit of his health. The lecture was afterward published in a neat pamphlet of sixty-one pages, by Marsh, Capen & Lyon of Boston, and is reprinted in the first chapter of this volume. Mr. Weston died on the third day of October, 1834, in the house which he built in 1810, and which is still standing at the corner of Boynton and Middle Streets, bearing his name and owned by his descendants.

At the election May 5, 1814, it was voted "not to send a representative to the General Court for the year ensuing." Perhaps no one whom the town would be likely to select cared to go. Under the conditions of the time, the journey between Eastport and Boston was by no means a desirable one to take, even though the Commonwealth paid the expenses. On the land route, for only a small portion of the way were there regular means of conveyance. The roads east of the Penobscot ran mostly through the forest, were

bad almost beyond description, and could only be traversed on foot or horseback ; and British cruisers had driven about all sailing craft from the coast, except open boats, which hugged the shore by day and made harbor at night.

Two months later, when steps had already been taken toward negotiating peace between the combatants, suddenly and unexpectedly on the 11th of July, 1814, a British fleet appeared in the harbor, with transports having on board a large body of troops ; and the island was captured, and its inhabitants put under the rule of martial law. This foreign rule continued for four years, until on the 30th of June, 1818, the British troops departed, and the place returned to its natural allegiance. During the years of subjection, by permission of the captors, the local affairs of the town were managed under the old forms of town government ; but no State elections were held, nor was there any representation in the General Court. As far as the State and national governments were concerned, the island might as well have been foreign territory ; yet it was called upon for its proportion of the State taxes, and at one town meeting General John Cooper, the high sheriff of the county, appeared with a warrant to enforce its payment. At a meeting held Dec. 19, 1817, it was

Voted, That the committee appointed to collect facts respecting taxes collected since the capture of the island be authorized to draft a petition for the inhabitants of Eastport to the Legislature of Massachusetts, for the remission of these taxes since the capture of the island, and also forward it to the Legislature through such channel as they may think proper.

It appears from the Massachusetts legislative records that a committee, of which their old friend Sherman Leland, of Roxbury, was chairman, reported a bill, which passed Jan. 23, 1819, remitting the State taxes assessed upon Eastport

for the years 1815, 1816, 1817, and 1818, except eighty-six dollars of the tax of 1815 for the sum paid their representative for the year 1813. It will be remembered that the State collected of the towns the *per diem* allowance paid their representatives to the General Court, if they chose to send such. So this is what Mr. Weston got besides his mileage.

The attempt on the part of the British authorities to enforce the payment of certain bonds given to the United States for duties on imports, which were found in the custom-house at the time of the capture of Eastport, compelled the signers, who were the principal merchants of the town, to make sudden flight. They went over to Lubec Narrows (Flagg's Point), where there were but two houses on the shore edge of the woods, and there started a new town, built wharves, stores, and dwellings, established a large commerce; and when at length Eastport was relieved of her foreign masters, and ready to go to work again, she found a sturdy, well-equipped rival waiting to compete with her for the trade of the frontier.

At this point closes another and the most romantic chapter of the history of the town, the story of which, as graphically related in Mr. Sabine's valuable papers, appears in the preceding chapters of this volume. Between the time of the separation of Lubec and the re-establishment of the American jurisdiction after the capture, the following citizens served the town in their several capacities; and at times, with military rule and foreign masters, their positions must have been very trying:—

Moderators: John Burgin, 1811, 1812, 1813, 1815, 1816, and 1817; Jonathan D. Weston, 1814; Daniel Garland, 1818.

Town clerks: Thomas Burnham, 1811 and 1812; John Barstow, 1813, 1814, 1815, and 1816; John Swett, 1817 and 1818.

Treasurers: John Burgin, 1811; Jerry Burgin, 1812, 1813, and 1814; Jonathan D. Weston, 1815; Stephen Jones, 1816, 1817, and 1818.

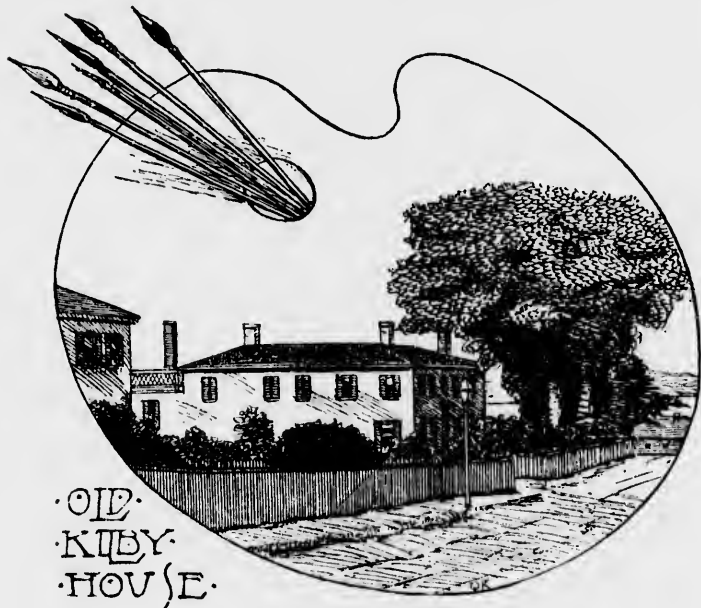
Selectmen: Thomas Burnham, 1811; John B. Green, 1811; Jerry Burgin, 1811; Sherman Leland, 1812; John C. Todd, 1813 and 1817; John N. Peavey, 1812; John Burgin, 1813, 1814, 1815, and 1817; Aaron Hayden, 1813; Jonathan D. Weston, 1813, 1814, and 1815; Solomon Rice, 1814; John Swett, 1815 and 1816; Stephen Jones, 1816; George Hobbs, 1816; Ezekiel Prince, 1817; Abel Stevens, 1818; Ezra T. Bucknam, 1818; Ethel Olmstead, 1818.

When, on the first day of July, 1818, the citizens of Eastport gathered under the booth of canvas and evergreens which had been set up at the corner of Boynton and what is now Kilby Streets, on the vacant lot then owned by George Norton, and on part of which Daniel Kilby afterward built his house* and planted his elm-trees, they had great and unusual cause for rejoicing. The foreign military forces, which for four years had ruled them, had the day before yielded up their power, and gone back to their own country; and the American flags which were flying all about symbolized the return and renewal of the rightful authority. Brigadier-general James Miller, hero of Lundy's Lane, the special representative of the United States, and Colonel Henry Sargent, appointed by the Governor of Massachusetts to receive the surrender of the island, were the honored guests of the occasion; and the report which has come down to us shows that the most hearty expressions of patriotic sentiments were not wanting in the festivities of the occasion. Men are still living who have not forgotten the emotions of boyish ecstasy with which on that 30th of June they saw the red cross of England come down from the flag-staff at Fort Sullivan, and the stars and stripes go up and

*The Kilby house, now owned and occupied by Mrs. Ann Mabee.

float out on the breeze; and their seniors were not much behind them in manifestations of satisfaction and delight.

This was indeed a turning point in the history of the town. The foreign yoke was lifted off, and back of that was the period when adventurers crowded the place; and, in the



wild rush for gain by methods not always lawful, good institutions were neglected and good morals suffered. But now a new spirit moved the community. Former residents came back. Several of the leading merchants who had been active and influential in building up Lubec returned to the island; and the arrival of numbers of capable and intelligent young business and professional men from Western

Maine and Massachusetts helped to give a decided improvement to the tone and character of the community. To the credit of the emancipated town, it is observed that the first thought seemed to be to supply the needed places of public worship; for three were got under way immediately. Indeed, the subscription for the First Congregational (Unitarian) Meeting-house was started before the British left the island. Its erection was begun Nov. 23, 1818; and it was dedicated Jan. 13, 1820. The Free-will Baptist, though begun later, was dedicated Dec. 4, 1819, and the Calvinist Baptist Nov. 12, 1820. In August, 1818, was issued the first number of the venerable *Sentinel*, which still keeps vigilant outlook on the border, and which has but one or two seniors in the State. The proprietor also opened a bookstore; and, soon after, steps were taken to establish a social library, which grew and expanded into the Eastport Athenæum, the valuable collection of books which was unfortunately destroyed in the fire of '64." Two military companies, the Eastport Light Infantry and Eastport Washington Artillery, were reorganized. The fire department was improved by private subscription, and a set of by-laws adopted by the town. A ferry was established to Lubec, and lines of packets to Boston, St. John, and other places; and in one year, when such a sum counted for a good deal more than it would in these days, over \$60,000 was expended in building stores, wharves, and dwelling-houses. There was a movement for establishing a bank, another for building a bridge to the mainland at Perry; and a generous spirit of enterprise characterized the awakened community.

The State of Maine was also about setting up for herself. It had all along been seen that the district of Maine, separated as it was territorially from the mother State of Massachusetts, must eventually have a government of its own, and it was only a question of time as to when this

would take place; but several attempts to bring about the separation failed for want of indorsement by the people of Maine. In 1807, Eastport voted thirteen for and sixty against separation. In 1816, another attempt failed for want of a few hundred votes. In this, Eastport could take no part, being under foreign rule. On May 3, 1819, it was voted in town meeting "that it is the opinion of this town that the District of Maine should be separated from Massachusetts proper, and that a committee be chosen to prepare, subscribe, and forward a petition to the Legislature for that purpose; and the following gentlemen were chosen: Jonathan Bartlett, Esq., I. R. Chadbourne, Esq., and Mr. E. T. Bucknam." The enabling act was passed, and accepted by a large majority of the voters of Maine, 17,091 to 7,132. The vote of Eastport, July 6, 1819, was one hundred and forty-seven for to five against separation; and, September 20, Honorable John Burgin and Jonathan Bartlett, Esq., were chosen delegates to the convention to form a constitution for the new State, and the constitution was adopted with but little opposition, the vote of Eastport, Dec. 6, 1819, being thirty-eight in favor to two opposed. Unexpected obstacles arose in Congress to the admission of the State, on account of the slavery issue in connection with the admission of Missouri, also applying at the same time; but this was finally arranged by the famous Missouri Compromise, and on the 15th of March, 1820, Maine became an independent State.

Before final dissolution of political connection with the old Bay State, Eastport had still a last opportunity of being represented at the General Court; and on the 19th of May, 1819, it was voted to send two members, who were chosen at that time. One of these, the town's fifth representative, was Jonathan Bartlett, Esq., son of Jonathan and Lydia (Ellis) Bartlett, born at Plymouth, Mass., Nov. 22, 1787. The

father, who was lost at sea about March 20 of the same year, eight months before the birth of the son, was of an old Plymouth family, his ancestor, Robert Bartlett, having come over in the "Ann" in 1623, and married Mary, daughter of Richard Warren, who came in the "Mayflower." Jonathan Bartlett was one of the ablest business men that Eastport has had. He came here in 1808, and during the next quarter of a century was concerned in the most important enterprises that were undertaken. In 1810, he became junior partner in the firm of Dana, Wheeler & Bartlett, and two years later, dissolving his connection, established business by himself. He was one of the founders of the business village of Lubec, and, as has been seen, represented Eastport in the Maine Constitutional Convention, and in the General Court of Massachusetts; also, in 1823, was chosen representative to the Maine legislature. Among the enterprises in which he was actively engaged may be mentioned the building of the bridge at Tuttle's Ferry, the erection of Union Wharf and stores, and the establishment of the Passamaquoddy Bank and an insurance company. He was an extensive owner of shipping, and the pioneer of steamboat navigation on the Eastern coast and about our bay. The "New York," "Patent," "Eagle," "Tom Thumb," and "La Fayette," which he introduced into these waters, would make a curious spectacle for the steamboat men of these latter days. He had carried on a large foreign trade, and was a considerable importer of salt. Thinking this could be profitably manufactured here, he commenced experiments in 1825, and afterward visited England, where he employed men skilled in the manufacture, and made arrangements for the shipment of mineral by ships coming out to the neighboring provincial ports for timber cargoes and willing to accept low rates of freight. In connection with General Ezekiel Foster, he erected large works at Prince's Cove, where the

mineral was dissolved in great cisterns and then evaporated in broad pans heated by fires of spruce wood. The mineral coming in free and the manufactured salt being protected by a considerable duty, the business was profitable; and, at one time, the works turned out a thousand bushels a day, and the cove was a busy place. A mill was also put up at Pennamaquan for manufacturing the finer qualities of table salt; and, afterward, extensive iron works were established there, when the town of Pembroke, hitherto a part of Dennysville, was incorporated. A change in the tariff policy of the government and a great reduction in the duty on salt left the business in a condition where it could not compete with foreign importation, and it had to be abandoned. Mr. Bartlett afterward moved to Ohio, where he was also engaged in the manufacture of salt, and died at Cincinnati, Nov. 7, 1849, in the sixty-second year of his age.

The other representative chosen in 1819, at the same time with Mr. Bartlett, and the sixth in order, was Honorable John Burgin, son of Edward Hall Burgin. He was born at New Market, N.H., Oct. 4, 1765, and came to Moose Island several years before the incorporation of the town, in 1798. He was one of the committee selected at the meeting of Plantation No. 8 to petition for an act of incorporation, and was appointed to warn the inhabitants to appear at the first town meeting. Judge Burgin was on the first board of selectmen, was the first magistrate appointed on the island, and, of all the early settlers, no one served so long a life as he. He was chosen moderator at the town meeting thirteen times, and served sixteen years on the board of selectmen. He first carried on business in connection with George Nutter, of Portsmouth, N.H., and afterward with his brother Joseph. His wharf and store were at the place where John French afterward carried on business, which is now occupied by the fish establishment of E. A.

Holmes; and the stately hip-roof mansion which he built eighty years ago, and surrounded by rows of Lombardy poplars, was modernized by later occupants, and destroyed in the last great fire. In 1811, he was appointed judge of the Court of Common Pleas, and was Colonel Shead's successor as postmaster after the death of the latter in 1813, and held the office until the accession of President Jackson, in 1829. He remained in town during the British occupancy, secured the confidence of their commander, and was thus enabled by friendly interposition to do much to mitigate the harshness of military rule, and was the leading representative of the inhabitants in the complimentary correspondence which was exchanged when they went away. He was chosen delegate to the convention for forming a constitution for the State of Maine, and, besides representing the town in the General Court of Massachusetts in the last year of the connection, also served afterward three years in the same capacity in the legislature of Maine. His last term of important public service was in 1830, when he was chosen by the legislature a member of Governor Huntoon's executive council. He died at Eastport, Feb. 20, 1846, in the eighty-first year of his age.

In Mr. Bartlett's and Judge Burgin's day, Eastport had got somewhat nearer to Boston; and they were allowed but three hundred and fifty-three miles travel, instead of four hundred and two miles to Judge Leland and four hundred and fifty miles to Colonel Shead.

By the census of 1820, Eastport had a population of 1,937, and Lubec 1,430; and it will be remembered that in 1810, before the latter had been set off, the joint population was 1,511.

In the first apportionment under the constitution of Maine, one representative was assigned to Eastport; and there has been no change in this respect to the present time. In 1820,

Judge Burgin was elected again; and September, 1821, Wooster Tuttle, Esq., was chosen the seventh representative. He was a native of the State of Vermont, where he was born in 1779. He was for several years engaged in successful business enterprises at Eastport, and interested in navigation; and one brig built for him at Robbinston was named for his native State. He was never married, and at his decease, which took place May 16, 1840, was possessed of considerable real and personal estate. He was also re-elected in 1822. The next year Jonathan Bartlett again represented the town, and in 1824 Judge Burgin was sent once more. In 1825, Honorable Timothy Pilsbury was chosen the eighth representative. He was born in Newburyport, Mass., April 12, 1789; and his mother was a daughter of Deacon Wingate, of Saco. After being clerk in a store, he went to sea before the mast, and then as supercargo and master, and in 1816 came to Eastport and entered into a business co-partnership with his brother-in-law, Leonard Pierce. He soon began to develop political aspirations and ability, was chosen representative in 1825, and again in 1826. Failing of re-election in 1827, when the legislature came together the following January, he was chosen a member of Governor Lincoln's executive council. He afterward went to sea again, and returning was in 1835 an unsuccessful candidate for representative against Frederic Hobbs, and at the session of 1836 was chosen a member of Governor Dunlap's executive council. The same year, he secured the Democratic nomination for representative to Congress from the Hancock and Washington district; but an energetic section of bolters nominated Judge Anson G. Chandler of Calais, and, after several unsuccessful trials (a majority of all the votes cast being then required for a choice), Honorable Joseph C. Noyes, the Whig candidate, was elected. Mr. Pilsbury then went to Ohio and on to New Orleans, and

finally settled in Texas, which had recently become an independent republic. In 1840 or 1841 he was elected to the legislature from Brazoria County, and at next session was chosen senator, resigned, and was appointed Judge of Probate, was again chosen senator, was active in bringing about the annexation of Texas to the United States, was elected the first representative from that State to Congress in 1846, and re-elected the next term. He died at New Danville, Rusk County, Texas, Nov. 23, 1858. His son Albert was a lawyer by profession, clerk of the courts for Washington County, a member of Governor Crosby's executive council in 1853, and the Democratic candidate for governor of Maine the same year, though failing of election. Another son, Edward, was mayor of New Orleans; and a grandson, Charles A. Pilsbury, is the present able and efficient editor of the *Belfast Republican Journal*.

Thus far nothing has been said about the political affiliations of the different representatives sent from Eastport. Nearly or quite all of the earlier ones must have been members of the Republican or Democratic party. After the peace of 1815, political animosities began to subside. Then came on what President Monroe called the "era of good feeling," and at the presidential election of 1820 he was chosen for his second term by a nearly unanimous vote. But such a condition of affairs could not be expected to continue long; and so many candidates were in the field for the succession in 1824 that there was no choice by the people, and John Quincy Adams was elected President of the United States by the House of Representatives. With this came a new division of parties; and General Jackson, who at the recent election had received the larger electoral vote, though not the requisite majority, became the favorite leader of a powerful and vigorous movement against the administration of President Adams, which at the next election defeated

him, and placed General Jackson in the presidential chair. The rival parties called themselves the National Republican and the Democratic Republican, but were commonly known as Adamsites and Jacksonites. Mr. Pilsbury was an earnest supporter of General Jackson, but his successor belonged to the opposite party.

At the State election in 1827, Daniel Kilby, Esq., was chosen the ninth representative, and was the first Eastern born man elected. He was son of William and Mary (Wilder) Kilby, and born in Perry,* Me., May 27, 1791. The father was one of the early Hingham emigration to Dennys River, and was married at Pennamaquan. The family lived two or three years in Perry, and the son was born at East Bay. Returning to Dennysville, the father carried on his trade of blacksmith, became the first postmaster and the first deacon of the Congregational church, and lived there the remainder of his life. The son worked at his father's trade, going into the lumber woods in winter, and got his first mercantile experience in the store of Deacon Aaron Hayden at Eastport, where he was employed when late in July, 1812, came the startling tidings of declaration of war with Great Britain. Then, anticipating that supplies might soon be cut off, everybody on both sides of the line who could raise funds hastened to town to replenish his stores, and the clerks were overworked in handing out goods and taking in money, until stocks were greatly reduced, and, many families leaving town, business became dull; and, no longer needed, the young man went back to Dennysville. In 1813, he was chosen ensign of the local militia company of which his uncle, Ebenezer C. Wilder, was captain. But though it was war time, and close to the frontier, his only service seems to have been for a month or

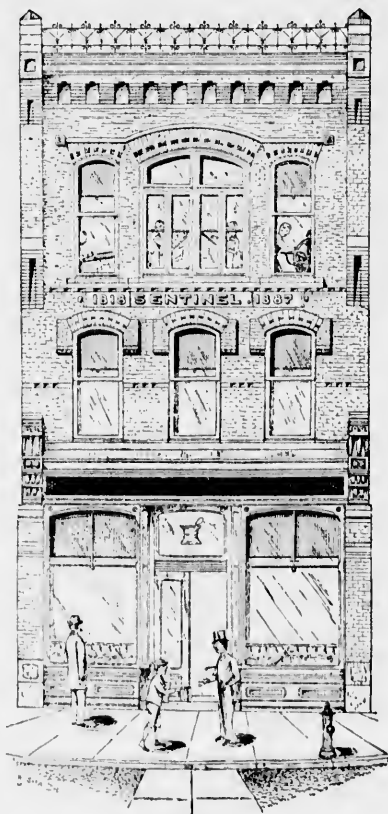
* I use the present town names. Then Perry was Plantation No. 1 and Dennysville No. 2.

more with a detachment on guard at Cobscook Falls. When, in the midst of the war, the 4th of July, 1814 approached, the young men at Dennys River determined not to let Independence Day pass without proper observance ; and, as there was no piece of artillery in the neighborhood of sufficient calibre to make the requisite volume of noise, Daniel Kilby was despatched to Eastport, and brought back a swivel which he had borrowed, and with it they made the hills reverberate around the little hamlet, and had a glorious time. The small cannon had to be returned, and, with another young man, he started off on the morning of July 11 to take it back ; but the wind failed them, the tide was a little late, and they were obliged to land at Birch Point and leave their boat on the beach, while they decided to go along on foot, to return and take the swivel down next ebb tide. Walking to Tuttle's Ferry, they were put across to Moose Island, and then continued on to town. Here they found everybody in a great state of excitement ; for a fleet of British ships-of-war was lying abreast of the wharves, and an officer bearing a flag of truce had landed and gone up to Fort Sullivan to demand the surrender of the garrison and the town. The story of the occupation by the British is told elsewhere, but the young men saw it all, and then started for home ; but, nearing the ferry, they were stopped by some man-of-war's-men, who jumped out from among the trees, a sixteen-gun brig having been detached from the squadron and sent round the island to prevent any retreat by the ferry. A number of small crafts had already been captured by her boats, and people been arrested on the shore, some of whom seemed to think that their end had come. Our young men, after being sharply questioned by an officer, and having their boots pulled off and pockets and clothes searched, were allowed to cross the ferry and keep on homeward ; and the others who had been detained were also given their liberty.

When, some months later, Deacon Hayden was obliged to leave the island in a hurry, because of the attempt to enforce the payment of the captured bonds, the former clerk was sent for to go into the store again. He afterward set up in business at Lubec, and, when the island was given up, came back to Eastport and entered the firm of his old employer, under the title of Hayden, Jones & Kilby and afterward Hayden & Kilby. The trade of the Indians was then of considerable importance, and their head-quarters were at Hayden & Kilby's. Sanops, squaws, and papposes swarmed about the store; and the dock below was filled with their light canoes. Later, Mr. Kilby established himself at Steamboat Wharf, as it was called, the office of Jonathan Bartlett, the pioneer of Eastern steamer navigation, having been there. He was a considerable owner of vessels. His ships, the "Henry Clay" and "Ambassador" and bark "Hobart," were thought to be wonderfully large crafts in those days; but many schooners are now built which exceed the biggest of them in tonnage and cost of construction. In 1849, Mr. Kilby was appointed collector of customs in the district of Passamaquoddy by President Taylor, and remained in office until the accession of President Pierce in 1853; and during his time a new custom-house was built. He died at Eastport, Jan. 3, 1860, in the sixty-ninth year of his age.

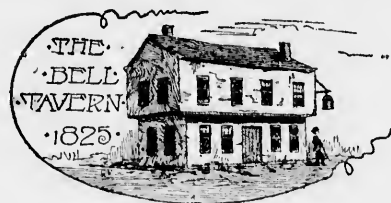
The tenth representative was Benjamin Folsom, Esq., of the National Republican or anti-Jackson school of politics, chosen first in 1828 and re-elected three times, serving four years in all. He was son of Benjamin and Mary (Parker) Folsom, born at New Market, N.H., Sept. 3, 1790, about six months after the death of his father. He learned the printer's trade in the office of the *Essex Register*, Salem, Mass. In 1812 he established a Democratic paper at Walpole, N.H., and in 1813 became proprietor of the Newburyport *Herald*. Immediately after the surrender of the island

he established the Eastport *Sentinel* and Passamaquoddy *Advertiser*, the first number of which appeared in August, 1818; and it is to-day, with one or two exceptions, the oldest newspaper in the State. He also set up a bookstore and opened a public reading-room. At that time, when the mail arrived but two or three times a week, four days from Boston, and probably there was not a single daily paper taken in town, such an institution was a great public benefit. The columns of the *Sentinel* show that the editor sometimes wrote with a sharp pen, and could give and take severe blows. He died at Eastport, July 9, 1833, in the forty-third year of his age. During his service, the seat of the State government was removed from Portland to Augusta, where the fine granite State House had been built for its accommodation. In the decade from 1820 to 1830, the town had made good progress, and the population had risen to 2,450.



"SENTINEL" OFFICE.

Two new churches had been built, and there was a large increase of stores and comfortable dwellings. A quaint structure of this period was the Bell Tavern, on High Street, at the top of Fort Hill. It had been a block-house, part of the defences of the hill in war time, and originally had a flat roof caulked like a vessel's deck, with parapet for the protection of its garrison. After peace, a pitch roof was added, and it was transformed into a house of entertainment, the principal feature being the bar-room. Later it was occupied by private families, and finally taken down and removed. One of the best local institutions established in 1821 is the Eastport Female Benevolent Society, which, from the outset, has commanded the interest and services of the best women



in town, and still continues its career of usefulness.

The trade of the town, and of Lubec as well, was largely with the neighboring British Provinces; and this

had to be carried on under peculiar conditions. Until a comparatively recent period, the theory of the British government has seemed to be that the colonies existed mainly for the benefit of the mother country; and they were greatly restricted in their commercial privileges, and were not allowed to trade with other countries except in British bottoms. They were met by other nations on the same base. As the ports where gypsum or grindstones were produced were not open to American vessels, British vessels from those places could not enter at our custom-houses, so the plaster-laden schooner had to come to the frontier, and out on the lines transfer her cargo to an American vessel there waiting, while a cargo of staves from Norfolk, Va., could

only reach the British West India Islands, where it was needed, by being sent to some neutral island and there transferred to an English vessel, or brought down on to the lines for the same purpose. In busy times, large numbers of vessels might be seen lying in pairs off Eastport and Lubec, transferring cargoes across an imaginary boundary line; and the coming and going of boats and lighters made a lively scene. Under this peculiar and, withal, unnatural system of concentration of business on the frontier, Campobello and Indian Island, as well as Eastport and Lubec, were busy places, and St. Andrews was in its prime. In 1830, the regulations were modified, and provincial vessels were allowed to enter here; and in two or three years the entries of foreign vessels ran up to a number* nearly equaling those at New York and exceeding all other American ports, though of course the value of imports and average tonnage was very much smaller. Not long after, the British colonial ports were opened, and the produce and material which formerly came across the lines in the Bay of Passamaquoddy took the more direct course from the place of production to that of consumption; and the frontier towns on both sides severely felt the loss of their old business.

From the British evacuation in 1818 to 1830, the following citizens served as town officers:—

Moderators: John Burgin, 1819 and 1820; I. R. Chadbourne, 1821, 1822, 1823, 1825; Jonathan D. Weston, 1824; T. Pillsbury, 1826, 1827, and 1829; Benjamin Folsom, 1828; Joseph C. Noyes, 1830.

Town clerks: John Swett, 1819 to 1829, inclusive; Edward Baker, 1830.

Treasurers: Ethel Ohmstead, 1819 and 1820; Samuel Wheeler, 1821, 1822, 1823, 1824, 1829, and 1830; J. D. Weston, 1825, 1826, 1827, and 1828.

* In 1833, entries of foreign vessels at Passamaquoddy, 1,784; Boston, 1,017; New York, 1,925.

Selectmen: E. Olmstead, 1819, 1820; John Burgin, 1819, 1820, 1828; J. D. Weston, 1819, 1820; Jerry Burgin, 1821, 1822, 1823, 1824, 1825; H. T. Emery, 1821; Charles Peavey, 1821, 1822, 1829; Daniel Kilby, 1822, 1824; Daniel Garland, 1823; George Hobbs, 1823, 1824; J. C. Noyes, 1825; Edward Baker, 1825; Benjamin Bucknam, 1826, 1827, 1828, 1829; Benjamin Folsom, 1826, 1827, 1828, 1830; T. Pillsbury, 1826, 1827, 1829; W. M. Brooks, 1830; E. Richardson, 1830.

At the State election, Sept. 10, 1832, Honorable Joseph Cobham Noyes was chosen the eleventh representative, and was of the same political school as Mr. Folsom, whom he succeeded. This election was one of the most fiercely contested ever held in Eastport. The Democratic candidate was General Ezekiel Foster, who, besides his high personal standing in the community as the head of the firm which was carrying on the salt works, then in the height of prosperity, and the iron works at Pembroke, had exceptional elements of strength, and his success was confidently expected; but Mr. Noyes was chosen by the following vote: Joseph C. Noyes, 133; Ezekiel Foster, 122; Charles Peavey, 2.

I don't know whether General Foster's political friends felt so sure of his success that preparations were made for its celebration in advance, or whether the narrow majority against him was considered in itself a victory. At any rate, soon after the polls were closed, the brass field-pieces of the Eastport Washington Artillery were drawn to the end of Steamboat Wharf for the purpose of firing a salute; and the discharge of one of the guns resulted in the accidental death of Captain John Swett, a well-known citizen, proprietor of one of the hotels in town, who had been commander of the artillery company, town clerk for several years, and filled other public positions.

Joseph C. Noyes was son of Jacob and Ann (Jones)

Noyes, born at Portland in September, 1798. He came to Eastport in 1819, and entered into partnership with Nathaniel F. Poor, who afterward took the name of Deering. Later, by himself, Mr. Noyes carried on a large business in flour and corn, and was interested in shipping. He took part in town and public affairs, served several times as moderator at the annual town meeting, and was chief engineer of the fire department. He served one year in the State legislature, declining a re-election. There was a long contest for the choice of representative to Congress at the election of 1836 in this district, and four ballots were taken without either candidate securing the necessary majority. Frederic Hobbs, the Whig candidate, having removed from the county, Mr. Noyes was put in nomination in his place; and, on the fifth ballot, he was chosen over Mr. Pillsbury and Judge Chandler, who divided the Democratic vote. He served through the Twenty-fifth Congress, but failed of re-election. The Whigs were successful in the presidential campaign of 1840, and President Harrison appointed Mr. Noyes collector of the district of Passamaquoddy. Two years later, President Tyler superseded him by the appointment of Judge Anson G. Chandler to his position. He afterward removed to Portland, and was for several years treasurer of the Portland Savings Bank, the largest institution of its class in the State. He died in that city, July 28, 1868. His second son, Frank, succeeded him as treasurer of the savings bank; and, at his death, a younger son, Edward A. Noyes, was appointed to the position, and now holds it. His eldest son, George F., a graduate of Bowdoin College, made an honorable record in the War of the Rebellion; and a book which he published, "Bivouac and Battlefield," is one of the most attractive histories of that eventful period.

Honorable Lorenzo Sabine was chosen twelfth representative at the election in 1833. He was son of Rev. Elijah

Robinson and Ann (Clark) Sabine, and born at New Concord (now Lisbon), N.H., Feb. 25, 1803. The father was a Methodist clergyman, and was afterward located at Boston as pastor of the Bromfield Street Church; and, in the latter part of the family residence in that city, the son was doing a boy's work about the bookstore of Messrs. Gould & Lincoln. In 1811 and 1812, Rev. E. R. Sabine was chosen chaplain of the Massachusetts House of Representatives. At that time, Eastport was represented by Oliver Shead and Lewis Frederic Delesdernier. Years after, when the chaplain's son found his way to Eastport, his first employment was with the son of the latter; and the son of the former was his intimate acquaintance. Later, the minister was transferred to Maine, and located at Hampden, on the Penobscot River, and served as representative to the General Court. Failing in health, he went South, hoping to be benefited, but died at Augusta, Ga., not much over forty years of age.

At the breaking out of the war of 1812 with Great Britain, a company of soldiers was enlisted in the vicinity of Hampden to serve on the frontier, and among the soldiers was William Cobb, who, on return at the close of his term of enlistment, was employed by the minister to work on the farm; and the stories which he told about Moose Island, its scenery and headlands, the rise and fall of the tides, the smugglers, and the incidents of his stay here, greatly interested the boy, and by and by, when it became necessary for him to start out and seek his fortune, he was led to come to Eastport, where he arrived in 1821, with ten dollars in his pocket. He first found employment with William Delesdernier, and afterward in the counting-room of Jonathan Bartlett, who was then busy with his steamboat enterprise. Later, Mr. Sabine went into business on his own account. While an industrious and careful merchant, he early developed decided literary ability and taste, particularly in the line of

American and colonial history. His residence at Eastport influenced the direction of his study and research, and he became an authority in the history of the fisheries and the diplomacy connected with them, then as now an important interest of the town; while his intercourse with our neighbors across the line, many of them descendants of the American Loyalists, led him to take a deep interest in the history of the unsuccessful party in the great national struggle for liberty. A serious accident nearly cost him his life; for he fell upon the hard beach in the rear of his own store at the head of Union Wharf dock, and one of the early recollections of the writer was seeing his muffled form being carried by to his home on that occasion. He took a deep interest in public and town affairs, and helped give the society of the time a literary turn, to which not a few still living owe a good part of their education. He was for several years editor of the Eastport *Sentinel*, one of the founders of the Eastport Lyceum, and an incorporator of the Eastport Academy and Eastport Athenæum. The product of his busy pen found an outlet in the local press, and in periodicals of national reputation, like the *North American Review* and *Christian Examiner*. His literary ability was recognized by scholars and institutions of learning; and in 1846 he received the honorary degree of Master of Arts from Bowdoin College, and from Harvard University two years later. He wrote the Life of Commodore Preble for Jared Sparks's series of "American Biography"; but his principal work, and the one in connection with which he has been most widely known, is his "History of the American Loyalists," which gives the results of a vast amount of discriminating labor, and still retains its value as an authority. The first edition was issued in one large volume by the publishers, Little & Brown of Boston, in 1847, while the author was still a resident of Eastport, which being exhausted, a revised

edition in two volumes was published by the same house in 1864, the preface dated at Mr. Sabine's home in Roxbury, Mass. He also published a work on "Duels and Duelling." He had planned and gathered a large amount of material for a History of Eastport, and to many of us it is a cause of great regret that he did not carry out his purpose. Several papers prepared for the work afterward appeared in print, and are republished in the preceding chapters of this volume.

Mr. Sabine was chosen representative as a National Republican, and re-elected in 1834 as a Whig. New names had begun to appear in the political nomenclature. The Democrats were in power in State and nation; and the various elements of the opposition had consolidated under the name of Whigs, which was the favorite of our fathers at the time of the Revolution, and of the liberal party in England from the days of the Commonwealth. The other side insisted that their opponents were the lineal descendants of the old Federal party, and so called them by that name, or more commonly "Feds"; and they retorted by calling the administration men "Tories." Friction matches were then a novelty; and in the internecine quarrels of the New York City Democracy, at a meeting held at Tammany Hall, the lights being suddenly extinguished by those who wished to defeat its objects, the other side quickly produced the new matches and lighted up again. Thus this faction gained the name of Loco Focos, and from them it was extended throughout the country. Mr. Sabine was the principal deputy collector of customs for this district during Mr. Noyes's collectorship from 1841 to 1843, and in 1848 moved to Framingham, Mass., where he received from the governor of the State the appointment of trial justice, and served for several years. In 1852, he was chosen representative to Congress for the Middlesex district, to fill the vacancy occasioned by the death of Honorable Benjamin Thompson. Later, when the gov-

ernment wished to avail itself of his knowledge of matters connected with the fisheries, he was appointed a special agent of the Treasury ; and his report on that subject has a permanent value. For several years he held the important position of secretary of the Board of Trade for Boston. He was an active member of the Massachusetts Historical Society. His own large and valuable library was rich in historical works, and in that line of study and research he found choice companionship in his last years. He died at his home in (Roxbury) Boston on the 14th of April, 1877 ; and his burial was at Eastport.

Eastport's thirteenth representative was Frederic Hobbs, Esq., the nominee of the Whig party, elected in 1835. He was son of Isaac and Mary (Baldwin) Hobbs, born at Weston, Mass., Feb. 25, 1797. He graduated at Harvard College in 1817, and studied law in the office of Daniel Webster at Boston. He came to Eastport in 1821, and bought out the interest of Francis E. Putnam, then practising here. The latter was a descendant of James Putnam, the last royal attorney for the province of Massachusetts Bay, was afterward register of probate for Washington County, and finally moved to St. Andrews, and was admitted to the bar of Charlotte County, and died there a few years later. Devoting himself closely to the practice of his profession, Mr. Hobbs soon gained an influential position among the lawyers of Eastern Maine. He delivered the Fourth of July oration at Eastport in 1821 ; but, though always ready to give his assistance to the literary and educational institutions of the town, it was not until he had received into co-partnership Mr. Daniel T. Granger, a native of Saco and graduate of Bowdoin College, who came here in 1833, that he took any very active part in politics. He served the town most creditably in the legislature of 1836, and was at the next election nominated as the Whig candidate for Congress from the

Hancock and Washington district. Owing to a split in the Democratic party, there were several unsuccessful trials; and, after Mr. Hobbs had decided to remove to Bangor, and Joseph C. Noyes was substituted in his place as the Whig candidate, the latter was chosen on the fifth ballot. Mr. Hobbs soon became a leading member of the Penobscot bar, and continued active in his profession until his decease at Bangor, Oct. 10, 1854.

Honorable George William McLellan, the fourteenth representative, son of William and Annie C. (Buraham) McLellan, was born at Portland, Me., Oct. 3, 1803. On coming to Eastport, he was at first employed in the counting-room of Daniel Kilby, and afterward was established in business on his own account. He soon developed a taste for political life, and in 1836 was chosen as the Whig candidate to the House of Representatives, and re-elected the following year. The Whigs carried the State in 1837, and in 1838 Governor Kent appointed Mr. McLellan high sheriff for the county of Washington, when he moved to Calais. The success of the Democratic party at the next election deprived him of his office; and, remaining at Calais, he was in 1840 chosen to represent that town in the legislature, and, when Mr. Noyes became collector of the district of Passamaquoddy, he was appointed deputy collector at Houlton. By a political change, he lost that office, and, removing to Boston, entered again into mercantile business. When the Whig party again came into power by the election of General Taylor to the presidency in 1848, Philip Greely, the new collector of Boston, appointed him his principal deputy, which office he held for several years, and, after retiring, while living at Cambridge, was chosen one of the representatives of that city to the Massachusetts legislature. In the great political campaign of 1860, when Abraham Lincoln was chosen President of the United States, Mr. McLellan was secretary of the Re-

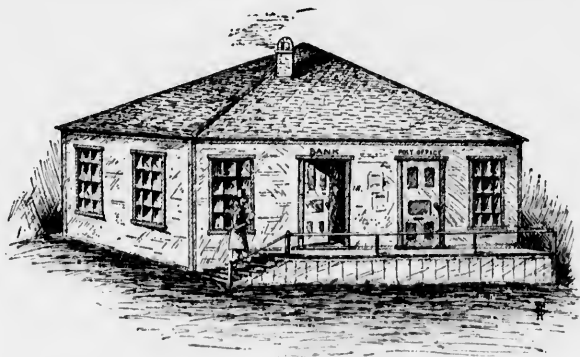
publican State Committee; and, when the new administration came into power, he was appointed Assistant Postmaster-General, holding the office several years. He died at Washington, Jan. 23, 1877.

Isaac Hobbs, Esq., Whig, who was the fifteenth representative, chosen in 1838, was the son of Deacon Isaac and Mary (Baldwin) Hobbs, born at Weston, Mass., May 3, 1739. He was brother of Frederic Hobbs, who represented the town three years before. Their family was an old one in the town of Weston. Their grandfather was also Deacon Isaac Hobbs, and the house which he built one hundred and fifty years ago is still standing. Their grandmother on the mother's side was Rebecca Cotton, a descendant of Rev. John Cotton, the famous Puritan divine. Mr. Hobbs was an officer in the Eastport Light Infantry in its early days. He was junior partner of the firm of G. & I. Hobbs, for many years well known in connection with commercial affairs of Eastport. The house was interested in shipping; and their busy wharf was the great grindstone depot, the product of important quarries at the head of the Bay of Fundy passing through their hands. He was at one time an officer of the customs at Robbinston, moved afterward to Massachusetts, where he was engaged in the shoe business in connection with a brother in New Orleans. He died at Charlestown, Mass., March 3, 1853.

The sixteenth representative was Ichabod Rollins Chadbourne, Esq., chosen in 1839, and re-elected the following year, a Whig in his politics. He was son of Jonathan Chesley and Elizabeth (Rollins) Chadbourne, born at South Berwick, Me., Jan. 8, 1707. He was descended from Humphrey Chadbourne, who was one of the leaders of the first settlers on the Piscataqua; and his grandfather, Benjamin Chadbourne, was prominent in the Revolutionary period, having represented South Berwick for sixteen years in the General

Court of Massachusetts, serving in 1774 and the two succeeding years in the council from Sagadahock and Maine under the royal authority, and as senator and councillor for several years afterward under the Constitution. He was also judge of the Court of Common Pleas. Mr. Chadbourne graduated at Dartmouth College in 1808, studied law with George Wallingford at Kennebunk and Daniel Davis at Boston, was admitted to the Suffolk bar in 1812, and came to Eastport soon after. The war interrupted his plans. Practising his profession awhile at Lubec, he was appointed postmaster there, but returned to Eastport before the surrender of the island by the British, and was selected by the citizens to make the address of welcome to General Miller and Colonel Sargent at the banquet given to celebrate the re-establishment of the jurisdiction of the United States. He was chosen and served as captain of the Light Infantry, and was for several years connected with the military as division inspector. Sullivan S. Rawson was afterward connected with him in his law business; and Mr. Chadbourne having acquired large landed property in Perry by purchase of the original proprietors, his attention was mainly directed to its management. He was a man of commanding presence, a marked figure in our streets, an effective public speaker, and was often heard at town meetings and on other occasions. He died at Eastport, Dec. 8, 1855. His eldest son, Theodore Lincoln Chadbourne, was graduated at West Point in the same class with General Grant, was appointed second lieutenant in the Eighth United States Infantry, and fell at the battle of Reseca de la Palma in Mexico, May 9, 1846. His remains were brought to Eastport for burial; and the friends and associates of his youth erected a monument to his memory in the cemetery, which bears an inscription written by Dr. Isaac Ray, a former resident and friend of the family.

Among the important local events in this decade were the erection of Trescott Hall in 1831, the Washington Street Baptist Church in 1837, and the establishment of the Frontier Bank in 1836,* which began its career in the little hip-roof building that prior to the last great fire stood opposite the foot of Washington Street. Being at one time an important business centre, with custom-house and post-office under its low roof, it was familiarly known as the Exchange. The fire of July 6, 1839, was a serious disaster. Beginning at



FRONTIER BANK. — 1836.

a little building known as "No. 9," next north of the Hayden store and from the foot of Boynton Street, it swept southward on both sides of Water Street to Paine's Wharf, destroying stores, stocks, and some vessels; and the loss above insurance was estimated by a committee of the town at \$112,000.

The influence of the modern system of centralization in the great cities upon the smaller communities of the country

*The first president was Aaron Hayden; his successors, Samuel Wheeler, William M. Brooks, O. S. Livermore, S. B. Hume, and Edw. E. Shead; cashiers, Edw. Hsley, C. H. Hayden, E. J. Noyes, and George H. Hayes; the present board of directors, E. E. Shead, S. D. Leavitt, C. H. Dyer, C. H. Paine, W. S. Hume, C. W. Bibber of Eastport, and Benjamin Lincoln of Dennysville.

has frequently been noticed. Half a century ago, before the railroad system had become widely extended and other appliances for annihilating time and space had been invented, many of the country and seaport towns of New England were important social and intellectual centres, each with its group of influential families, its one or more brilliant legal advocates and skilful medical practitioners, while their successors are likely to be found among the specialists in great cities. And so in other ways. Families of means, who in those days would have been found at home the year round, extending their hospitalities and adding their influence to the social life, now not infrequently avoid the winter climate by going to some more genial latitude, or seek the attractions of city life by a few weeks' residence at Boston or Washington; and this may mean a serious loss to the social life at home. To be sure, when summer comes round, there is a movement in the opposite direction, and the denizens of the cities get away to the country and seacoast; but this does not compensate the communities that suffer from the other tendency.

Eastport, like many places similarly situated, has felt the effect of this state of affairs; and, if one were called upon to point out the period when the social and intellectual life of the place had been at its best, if familiar with its past, I think he would select the years of the thirties, about half a century ago. Trescott Hall was built in 1831, and in its school-rooms was established what was called the Eastport Academy (two schools, one for boys and the other for girls), where the higher branches were taught by graduates of Bowdoin College, some of whom have since made their mark in the pulpit and at the bar. The hall above was the home of the Eastport Lyceum, with its valuable and well-sustained courses of public lectures; and here not unfrequently were held balls and other entertainments. The solid as well as

the lighter literature of the Eastport Athenæum found many readers, and people were not so overrun with newspapers and illustrated magazines as not to have time for the *North American* and foreign quarterlies. In a volume of American travel by an English officer, published in London at this time, the writer expresses his surprise at the extent and quality of the stock in Favor's bookstore, which he visited while passing through Eastport. Mr. Sabine was busy with his historical researches; and Dr. Ray was writing his work on the "Medical Jurisprudence of Insanity," the beginning of his valuable labors in that specialty. The bar was well represented by J. D. Weston, I. R. Chadbourne, and Frederic Hobbs among the older lawyers; D. T. Granger, S. S. Rawson, and Nelson Weston, junior partners, and Aaron Hayden, who had come back to his native town from graduation. The garrison at Fort Sullivan, with the stars and stripes floating aloft, not only added a picturesque element to the life of the town by its drum-beats and sunset guns and sprinkling of uniforms in the streets, but the families of the officers, Major Churchill, Captain Childs, Lieutenant Green, Dr. Sprague, and others, helped the character of its social elements. Across the line, the immediate descendants of the American Loyalists were still the social and political leaders, with some inheritance of the old courtly manners. They visited our families, and from all points of the neighboring provinces came here to take passage by the famous Eastport packets, the favorite route to Boston and what was then the West, not unwilling to rest awhile at the old "Quoddy House" of their fellow Loyalist, Captain Alpheus Pine. When the average length of a passage to Boston was three or four days, and might be longer than it now takes to go to Europe, the place was comparatively insulated, especially in winter; and the people, compelled to find their enjoyment at home, managed to have pretty good times.

Town officers during this period:—

Moderators: J. C. Noyes, 1831, 1832, 1835, 1836, 1837, and 1840; Benjamin Folsom, 1833; F. Hobbs, 1834; I. R. Chadbourne, 1838 and 1839.

Town clerks: Edward Baker, 1831, 1835, 1836, 1837, and 1838; John D. Weston, 1832, 1833, and 1834; N. F. Fossick, 1839; Oliver Shead, 1840.

Treasurer: S. Wheeler, 1831, 1832, and 1833; A. Hayden, 1834, 1835, 1836, 1837; C. H. Hayden, 1838, 1839, and 1840.

Selectmen: Benjamin Folsom, 1831, 1832, 1833; W. M. Brooks, 1831, 1832, 1833, 1834, 1839, and 1840; E. Richardson, 1831 and 1832; Jesse Gleason, 1833, 1834, 1835, 1836, 1837, and 1838; D. Pearce, 1834 and 1835; S. B. Wadsworth, 1835 and 1836; Samuel Rice, 1836; O. S. Livermore, 1837, 1838, 1839 and 1840; J. L. Bowman, 1837; L. Shaw, 1838; L. F. Wheeler, 1839 and 1840.

The population of the town in 1840 was 2,876.

At the annual election in September, 1841, there was no choice of representative to the legislature, the law then requiring an absolute majority of all ballots cast, and neither candidate had the necessary number. At a special meeting called a week later, the contest was renewed; and Jabez Tucker Pike, Esq., was chosen the seventeenth representative of the town. He was son of Elias and Ruth Tucker (Stevens) Pike, born at Salisbury, Mass., June 21, 1813. Having learned the trade of cooper, he came to Eastport, and afterward, as the head of the firm of J. T. Pike & Co., carried on the fishing business at an extensive establishment near Clark's Ledge at the North End. He was interested in military matters, was captain of the Eastport Washington Artillery, and was for several years an inspector of the customs. In politics, he was a Democrat, and the first member of that party chosen since the modern division

of parties, and was re-elected in 1842. Some years ago, he moved to California; and his present home is at Sacramento City.

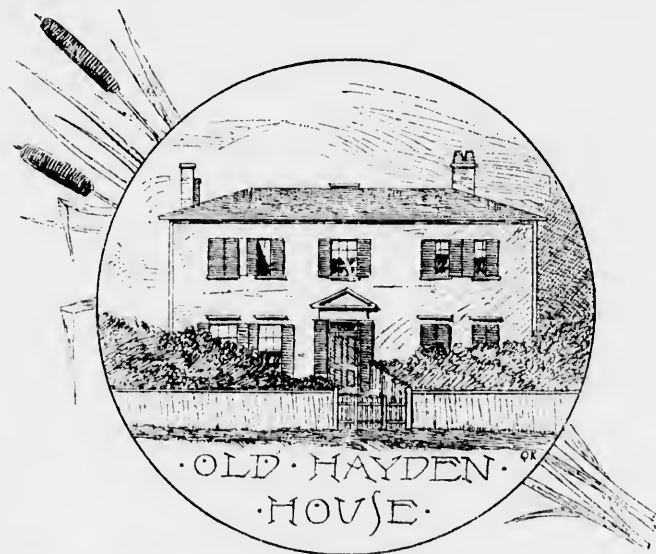
At the election in 1843, the town returned to its old habit and chose the Whig candidate, and now for the first time one of its own children, the eighteenth representative being Samuel Bucknam, Esq., son of Ezra T. and Eliza (Bucknam) Bucknam, born at Eastport, April 11, 1812. The father had been a prominent citizen of the place in business and town matters, but afterward moved back to Falmouth, the old home of the Bucknams. The son, coming here again, was for many years in the fishing business, trade, and navigation. He served one year in the legislature, and was not a candidate for re-election. He is now living at Grinnell in the State of Iowa.

The nineteenth representative, chosen in 1844, was Honorable Aaron Hayden, the candidate of the Whig party. He was son of Deacon Aaron and Ruth Richard (Jones) Hayden, born at Eastport, Sept. 23, 1814.

The Hayden House, where the nineteenth and twenty-ninth representatives were born, was built by Deacon Hayden in 1805, and has been modernized by General S. D. Leavitt, its present owner. Mr. Hayden was graduated at Harvard University in 1834; and his legal education was acquired in the office of Frederic Hobbs of this town, at the Law School in Cambridge, and with Charles G. Loring, of Boston. He was admitted to the practice of law in Suffolk County in 1838, and at the bar of Penobscot County the same year. Returning soon to Eastport, he continued to practise his profession, and kept up an interest in political and educational matters. He served several years on the board of selectmen and as a member of the school committee, also on the State Board of Education. At the breaking out of the War of the Rebellion, he was active in

promoting enlistments in the first companies that left this vicinity. In 1845, he was chosen representative for a second term, and held an influential position in the legislature, and in 1855 was elected one of the senators from Washington County. He died at Eastport, Oct. 22, 1865.

The twentieth representative, chosen in 1846, was Thomas Gleason Jones, Esq., who was also a Whig in politics. He



was son of Stephen and Elizabeth (Young) Jones, born at Eastport, April 23, 1817; and he served a second term, being re-elected in 1847. He was employed in mercantile business, removed from town a few years later, lived in several places at the South and West, and died at Anoka, Minn.

Henry Tilton Emery, Esq., Whig, was chosen the twenty-first representative of the town in 1848. He was son of Caleb and Mary Jane (James) Emery, born at Kittery, March 31,

1783. He was for several years engaged in trade here, afterward at Deer Island, N.B., in connection with an Eastport firm, and then moved to one of the farming towns in Penobscot County. Returning here, he lived at Kendall's Head at the time of his election to the legislature, and died here April 10, 1865. One of his sons, J. Woodman Emery, was for several years editor and proprietor of the *Sentinel*.

The twenty-second representative, chosen in 1849, was Bion Bradbury, Esq., a Democrat. He was son of Jeremiah and Mary Langdon (Storer) Bradbury, born at Biddeford, Dec. 6, 1811. His mother's family was connected by marriage with that of Governor John Langdon, of New Hampshire. He was graduated at Bowdoin College in 1830, and studied law with Daniel Goodenow of Alfred and William Pitt Preble of Portland. In 1834, he was admitted to practice in the county of York, and entered upon the work of his profession the same year at Calais, which town he represented in the legislature in 1842. In July, 1844, he was appointed collector of customs for the district of Passamaquoddy by President Tyler, and moved to Eastport. In 1849, after the accession of General Taylor, the Whig candidate, to the presidency, a member of that party was appointed in his place. At the next presidential election, the Democratic party was again successful; and President Pierce reappointed Mr. Bradbury to the collectorship, and he remained through that administration until the expiration of his term in 1853, and then continued in the practice of his profession at Eastport. At the breaking out of the War of the Rebellion, the patriotic stand taken by Mr. Bradbury commanded the respect of his political opponents; and, though there was a large Republican majority in town, he was with great unanimity nominated for representative to the legislature, and chosen in 1861, with only a few scattering votes against him. He soon after removed to Portland, and

established himself in his profession. He was at that time the acknowledged leader of the Democratic party in Maine, and was their candidate for governor, failing of election only because of the strong Republican majority in the State. He was appointed surveyor of the port of Portland by President Cleveland, and died in that city while in office, July 18, 1887.

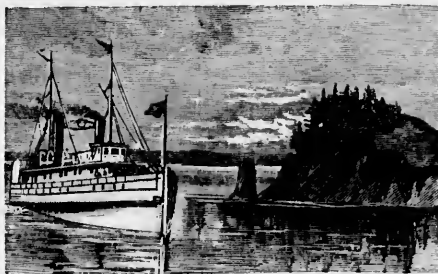
Doctor Erastus Richardson was the twenty-third representative, chosen in 1850, and at the next election re-elected for a second term. He was a Whig in politics. He was son of Amasa and Elizabeth (Richardson) Richardson, born at Franklin, Mass., April 3, 1794. He studied with physicians of his neighborhood, and completed his medical education at Brown University, Providence, R.I., where he received his degree in 1818, and that same year began the practice of his profession at Eastport. He was for several years a most efficient town officer. He died at Eastport, May 23, 1855.

Early in this decade may be set down the establishment of regular steam navigation between Eastport and Boston. Nearly twenty years earlier, by the enterprise of Jonathan Bartlett, a line of steamers was started along the coast, touching at Castine, Bath, etc., and a few trips were made by the steam-brig "New York" and the other craft; but it was not a success, and travel went back to the noted sailing packets of those days, the "Boundary," "Edward Preble," "Sarah," "Splendid," and "Hayden." Afterward, English steamers — the "Royal Tar," "North America," and others — ran from St. John to Boston, touching here; and, as they could not run direct between two American ports, they cleared from here to Campobello, and thence to Boston, returning same way. Early in the forties, American steamers came on the route, first the "Bangor," then the "Portland," followed by the "Telegraph" and "Huntress," until the "Admiral" and "Senator," and afterward the "Eastern

City," were specially built for the route. Then came the "Adelaide," and these were followed by steamers well known to the modern travelling public.

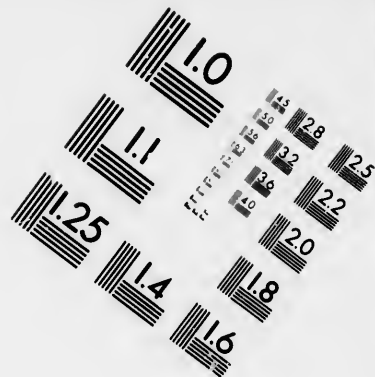
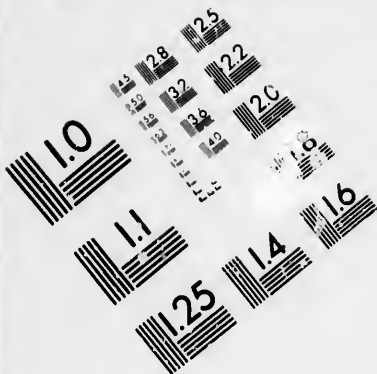
The principal public house of this period was Mabee's Hotel, originally the private residence of Captain John N. Peavey, a prominent citizen in the early years of the century. It was afterward used as a tavern, and from time to time received additions and improvements until it became the large "Island House," which was destroyed in the fire of 1886; and the spacious new hotel, the "Quoddy," has been built on the same site.

The erection of a new custom-house may be recorded as a notable event of this period. The first collector of the district of Passamaquoddy kept his office at the place below Shackford's Cove, where the name Custom House Street is still preserved. On the capture of the

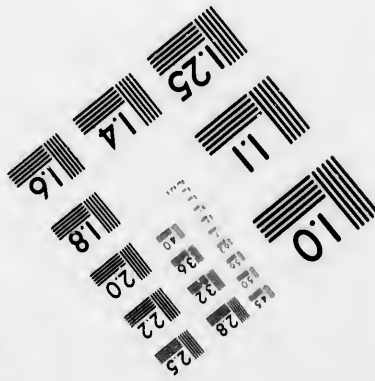
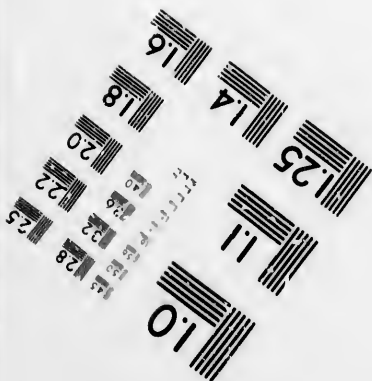
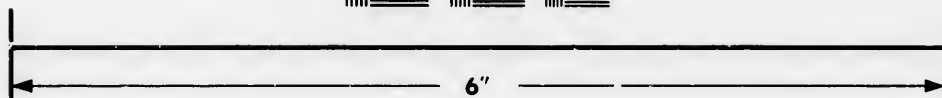
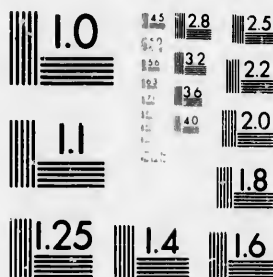


STEAMER OFF FRIAR'S HEAD.

island in 1814, the office was removed to Lubec, and remained there until the appointment of Mr. Thacher's successor in 1829, there being at Eastport only a sub-office under charge of Deputy Collector J. D. Weston, kept in the flat-roofed building at the foot of Washington Street, in the farther end of which Judge Burgin had the post-office. The United States owned a wharf and building in the "Hollow," which had come into its possession in the collection of a government claim; and, in accordance with the economical habits of those days, this cheap and shabby edifice was for



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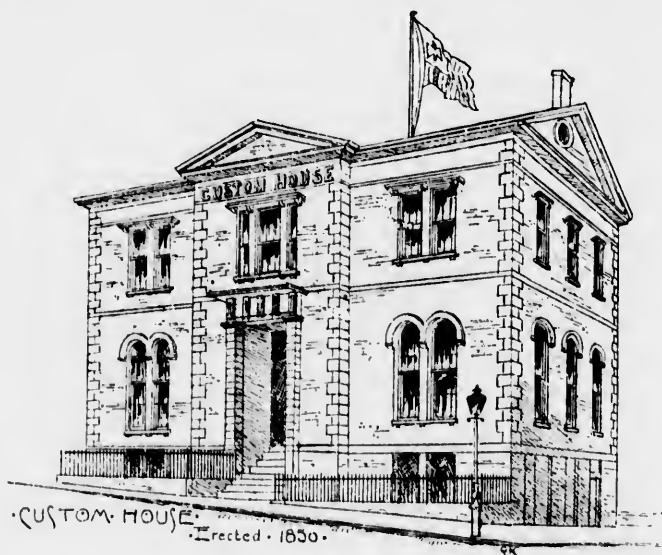
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a score of years the head-quarters of the large foreign and coastwise business of the district. In 1849, the spacious and substantial government building which succumbed at the recent fire was erected at an expense of \$40,000; and now a much larger sum is to be expended in building another in its place.

When, in 1811, the larger portion of the town of Eastport



was set off and incorporated by the name of Lubec, the islands lying between the two places went with the latter. In 1847, by an act of the Maine legislature, that part of the territory of Lubec known as Allan's or Dudley Island was restored to Eastport; and, as will be seen later, a resident of this territory was afterward chosen to represent the town in the State legislature. Population in 1850, 4,125.

Town officers of this period :—

Moderators : J. C. Noyes, 1841 ; S. S. Rawson, 1842 ; D. T. Granger, 1843, 1844, 1845, 1846, 1847, 1848, 1849, and 1850.

Town clerks : O. Shead, 1841, 1842, 1843, 1844 ; C. W. Hume, 1845, 1846, 1847 ; S. R. Byram, 1848, 1849, and 1850.

Treasurers : C. H. Hayden, 1841, 1842, 1843, 1844, 1845, 1846, 1847 ; J. French, 1848 ; G. A. Peabody, 1849, 1850.

Selectmen : W. M. Brooks, 1841 ; G. Lamphrey, 1841 ; I. D. Andrews, 1841 ; S. S. Rawson, 1842 ; L. F. Wheeler, 1842 ; G. H. Robbins, 1842 ; C. H. Hayden, 1843 ; Jerry Burgin, 1843 ; C. S. Carpenter, 1843, 1844, 1845, 1846, 1847 ; J. L. Bowman, 1844, 1850 ; O. S. Livermore, 1844, 1845, 1846, 1847 ; A. Hayden, 1845, 1846, 1847, 1849, 1850 ; H. A. Pettingill, 1847 ; S. B. Wadsworth, 1848 ; R. Mowe, Jr., 1848 ; M. D. Bibber, 1849 ; E. Richardson, 1848, 1849, 1850.

In 1846, a change was made in the time of the meeting of the legislature; and the State made the experiment of summer sessions, assembling in May instead of January, as before. After trying this half a dozen years, it was decided to go back to the old arrangement. The legislature chosen in 1850 held its regular session in May, 1851, and a brief session of twenty-two days in May, 1852, the State election being omitted. So, though Dr. Richardson was elected but twice, he served through three years.

At the election in 1853, Joseph Gunnison, Esq., Whig, was chosen the twenty-fourth representative of the town. He was son of Elisha and Betsey (Rounds) Gunnison, born at Buxton, May 10, 1799. He first came to Eastport in 1815, and was employed as clerk in a store. Afterward, as partner in the firm of Bucknam & Gunnison, he was extensively engaged in trade, and later carried on business at St. John,

N.B., and at Magaguadavic. Returning here, he established in 1842 the first express running between Boston and this section, and continued in that business through many years. In 1849, he was appointed surveyor of the port of Eastport by President Taylor, and continued a full term. After the election of President Lincoln, he was appointed an inspector of the customs at Eastport, and died while holding that office, June 2, 1874. He served a second term in the legislature.

At this time, important changes were taking place in the political organizations of the country. The Free-soil party — the outgrowth of the anti-slavery sentiment — had assumed large proportions; and another short-lived party, called Know Nothings, with native American sentiments, had sprung into existence. These drew largely from both of the old parties; and in 1854 the Republican party may be said to have been born, absorbing the Free-soil party and, in the Northern States, the bulk of the Whig party. A fragment of the latter still adhered to the old name, and was known as straight Whig. In 1855, this element united with the Democratic party, and elected Judge Samuel Wells governor of the State; and the same combination also carried Eastport, and chose Upham Stowers Treat, Esq., Democrat, the twenty-fifth representative of the town. He was son of Robert and Mary (Ridley) Treat, born at Prospect, Me., March 10, 1808. He was one of the pioneers in the canning business in this country, and came first to Eastport and set up an establishment for canning lobsters at the Billings place. He afterward purchased and moved to the island in our harbor which has since been generally known by his name. Historically, it is Dudley or Allan's Island, the former in the treaties and diplomatic correspondence between the United States and Great Britain, and the latter in the legislative acts of the State of Maine. As it was first owned by, and is the burial-place of, the Revolutionary patriot, John Allan,

it should continue to be called Allan's Island. Mr. Treat resided on this satellite of our island when he represented the town. A score of years later, when the Japanese government wished to have its people instructed in the processes of preserving meats and vegetables by canning, application was made for the friendly services of the United States authorities in sending them a competent teacher; and Mr. Treat was selected for that purpose. After going to Washington for instructions, he left for Japan in July, 1877, and was em-



ployed there several years. He died at St. Paul, Minn., Nov. 2, 1883.

In 1856, the newly formed Republican party swept the State, electing Hannibal Hamlin governor by a large majority; but Eastport was not yet ready to fall into the line, and chose Humphrey Pike, Esq., Democrat, the twenty-sixth representative, and he was re-elected the following year. He was son of Elias and Ruth Tucker (Stevens) Pike, born at Salisbury, Mass., Aug. 13, 1811, and brother of Jabez T. Pike, seventeenth representative of the town. He was at

one time an inspector of the customs, filled for several years the office of collector of taxes, and finally established a flourishing meat market. He died at Eastport, Aug. 25, 1880.

The twenty-seventh representative was Caleb Stetson Huston, Esq., Republican, son of Robert and Hannah (Stetson) Huston, born at Robbinston, Nov. 19, 1814. His father was the well-known Eastport ship-builder of his day, and the son his assistant and successor; and, between them both, they were the builders of the principal part of the fine sailing craft which gave our frontier town its wide commercial celebrity. He was re-elected in 1859. He retired from business, and died at Eastport, Nov. 19, 1887.

In 1860, Asa Bucknam, Esq., Republican, was chosen the twenty-eighth representative. He was son of John and Betsey (Bucknam) Bucknam, born at Falmouth Dec. 30, 1822, and cousin of Samuel Bucknam, the eighteenth representative. He was for several years engaged in trade and the fishing business at Little's Cove, and held the office of selectman. At the breaking out of the War of the Rebellion in 1861, there being a desire to ignore party lines for the occasion, and send Bion Bradbury, Esq., a prominent Democrat, to the legislature, Mr. Bucknam did not allow himself to be a candidate; but the following year he was chosen again, and served a second term. He died at Eastport, Sept. 9, 1878.

Town officers from 1850 to 1860:—

Moderators: D. T. Granger, 1851, 1852, 1853, 1854; I. R. Chadbourne, 1855; B. Bradbury, 1856; J. M. Livermore, 1857, 1858, 1859, and 1860.

Town clerks: S. R. Byram, 1851, 1852; R. B. Clark, 1853, 1854, 1855, 1856, 1857, 1858, 1859, and 1860.

Treasurers: G. A. Peabody, 1852, 1853, 1859, and 1860; R. Mowe, Jr., 1853, 1854, 1856, 1857; John Hinckley, 1855.

Selectmen: A. Hayden, 1851, 1852, 1853, 1854, 1855, 1856; E. Richardson, 1851, 1852, 1853; J. L. Bowman, 1851, 1852, 1853, 1855, 1857; E. H. Andrews, 1854, 1856; R. Mowe, Jr., 1854, 1856, 1858; S. Leighton, 1855; H. Whelpley, 1857, 1858, 1859, 1860; S. Stevens, 1857, 1858, 1859, 1860; J. M. Livermore, 1859, 1860.

Population in 1860, 3,850.

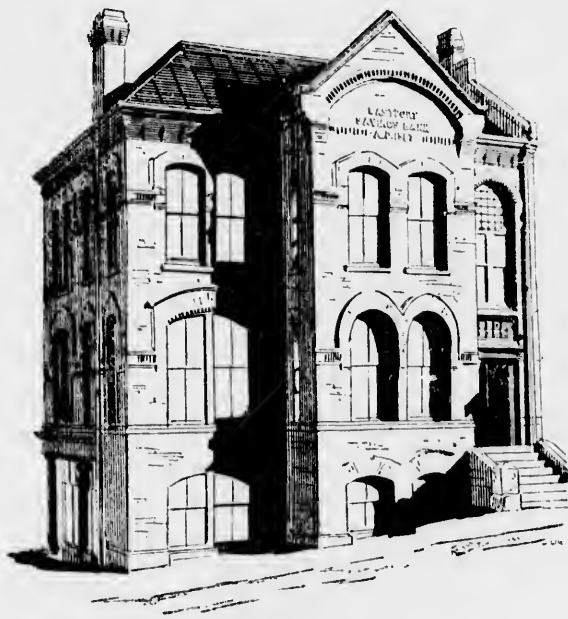
In 1863, William Henry Kilby, Esq., Republican, was chosen the twenty-ninth representative, and was re-elected in 1864. He was son of Daniel and Joanna (Hobart) Kilby, born at Eastport March 24, 1820, and is now a resident of Boston. His father was the ninth representative of this town.

Honorable Partmon Houghton, Republican, was chosen the thirtieth representative in 1865. He was born at Bolton, Mass., May 3, 1806, son of Eleazar and Becke (Barrett) Houghton. He began mercantile life with the cotton manufacturing house of Parker, Wilder & Co. of Boston, and came to Eastport in 1827. First as junior partner of the firm of Gleason & Houghton, and then by himself, he continued in active business until, in the fire of '64, his store in Parallel Block was destroyed. After serving one year as representative, he was in 1866 chosen one of the senators for Washington County, and re-elected for a second term in 1867. In 1870, he was appointed a member of the commission for establishing the valuation of the State. He died at Eastport, Dec. 12, 1887; and among the public bequests in his will were \$2,000 to the town for the care of the cemetery and a much larger sum for the benefit of deserving and needy aged women of Eastport.

The thirty-first representative of the town was Charles Brooks Paine, Esq., Republican, chosen in 1866, and re-elected the following year. He was son of Zebulon A. and Margaret (Starboard) Paine, born at Eastport, Sept. 19, 1822. He was engaged in mercantile business as a member of the

well-known, successful house established by his father, and continued, after his decease, by his son and other descendants of the founder. He served as town treasurer, and died suddenly at Chelmsford, Mass., June 26, 1879, while visiting his sister, Mrs. D. A. Bussell.

The thirty-second representative of the town, chosen in



SAVINGS BANK, 1887.

1868, was Honorable Alden Bradford, son of Andrew R. and Betsy (Blatchford) Bradford, born at Eastport, April 25, 1828. His grandfather was one of the early ship-builders at Robbinston; and the family is of the stock of the Pilgrim governor, William Bradford. He has been connected with the clothing house of which he is the present head from the

beginning. He was re-elected representative in 1869, and in 1878 was chosen one of the senators from Washington County, and returned again the following year. It is a notable fact that there was but a single lawyer in the Senate of 1880; and, as he was made president of the body, it became necessary to put a non-professional man at the head of the judiciary committee, and that position fell to Senator Bradford. He is now president of the Eastport Savings Bank, which was established in 1869,* has a fine banking house, recently built, and a deposit of over \$300,000.

Town officers from 1860 to 1870:—

Moderators: J. M. Livermore, 1861 to 1869, inclusive; G. W. Chadbourne, 1870.

Clerks: G. W. Sabine, 1861; S. R. Byram, 1862 to 1870, inclusive.

Treasurer: G. A. Peabody, 1861 to 1870, inclusive.

Selectmen: J. M. Livermore, 1861 to 1869, inclusive; H. Whelpley, 1861 to 1869, inclusive; Simon Stevens, 1861, 1862, 1863, 1864, 1865; M. Small, 1866, 1867; E. S. Corey, 1868; R. B. Clark, 1869, 1870; N. B. Nutt, 1870; A. Bradford, 1870.

The most important local event of this period was the disastrous fire of Oct. 22, 1864, which swept through the business part of the town, and occasioned a loss of nearly \$200,000 above insurance.

The Passamaquoddy Hotel, built in this period, and destroyed in the last great fire, was a large and well-kept public house.

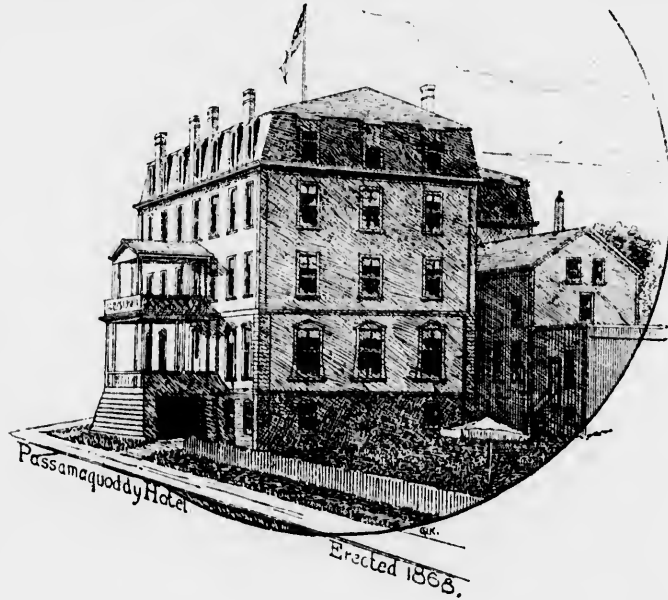
Population, 3,736.

The thirty-third representative of the town, chosen in September, 1870, was Joseph Anderson, Esq., Republican, son of Joseph and Rebecca (Morris) Anderson, born at East-

* At the outset, John H. McLaren was president, and N. B. Nutt secretary and treasurer. The present board of trustees consists of Alden Bradford, N. B. Nutt, Simon Stevens, Winslow Bates, J. W. Hinckley, R. B. Clark, J. W. Doring, J. Anderson, and J. J. Pike, Alden Bradford being president, and N. B. Nutt secretary and treasurer.

port, Oct. 20, 1823; is a master carpenter and builder, having carried on that business in town and vicinity ever since coming to manhood. He served for several years as chairman of the board of selectmen and as moderator at the annual town meetings. He was re-elected representative in 1871; is still in active business at Eastport.

Simon Stevens, Esq., Republican, was chosen the thirty-



fourth representative in 1872. He was son of Abel and Sarah (Thaxter) Stevens, born at Portland, Oct. 23, 1813. With his father, and as his successor, he carried on for many years a meat-market at the old town landing at the foot of Boynton Street, retiring from business a few years since; and he still lives in Eastport. In his younger days, when

the Eastport Light Infantry was a crack corps, he was one of its lieutenants; and for several years he served on the board of selectmen. A dozen years after his first term of service, he was in 1884 again chosen to represent the town in the State legislature.

Eastport still maintained its Republican majority; but in 1873, on an issue connected with the introduction of railroads, General Samuel Dean Leavitt, a Democrat, was chosen the thirty-fifth representative of the town, and was re-elected the following year. He was son of Benjamin B. and Hannah (Lamprey) Leavitt, born at Eastport, Aug. 12, 1838. His grandfather, Jonathan Leavitt, a native of Hampton Falls, N.H., was one of the early settlers of Eastport and moderator of the first town meeting, held May 21, 1798, and died here Jan. 25, 1810. He served as a captain in the Revolutionary War; and his commission as captain lieutenant, made in quaint form in the name of the government and people of the State of New Hampshire, and signed by Mesech Weare, president of the council at Exeter, June 30, 1779, is still in the possession of his grandson. In the War of the Rebellion, the latter held a commission as first lieutenant in the Fifteenth Regiment of Maine Volunteers, which was attached to the department of the Gulf, and served as commissary of subsistence at New Orleans. He was afterward admitted as a member of the Washington County bar. In 1879, when a fusion of the Democratic and Greenback parties carried Maine, he was, as a member of the former, chosen adjutant-general of the State. He is now collector of customs for the district of Passamaquoddy, by the appointment of President Cleveland.

Honorable Seward Bucknam Hume, Republican, was chosen the thirty-sixth representative in 1875, and re-elected the following year. He was son of William and Augusta (Jackman) Hume, born at Eastport, Aug. 15, 1813. He received

in early life a business training, and established over half a century ago the successful commercial house which still bears his name, and is carried on by his sons. He was for several years president of the Frontier National Bank. In 1880, he was nominated by the Republicans an elector of President and Vice-president for Maine, chosen to that office,



FRONTIER NATIONAL BANK, 1887

and voted for President Garfield. In 1884, he was elected one of the senators for Washington County, which position he held at the time of his death at Eastport, Sept. 10, 1885.

The thirty-seventh representative was George Henry Robbins, Esq., Republican, first chosen in 1877. He was son of Ebenezer and Mercy (Bartlett) Robbins, born at Portland, Jan. 18, 1807. His mother was sister of Jonathan Bartlett,

the fifth representative of the town. He came to Eastport while a boy, and learned the pump and block-making business, which he followed many years. He was at one time selectman and for several years an inspector of customs. Always interested in public matters, he devoted a good deal of time and effort in the closing years of his life to arouse the public attention to the feasibility and importance of widening and deepening the channel at Lubec Narrows and securing the action of Congress for its survey and the necessary appropriation for carrying out the work; and he had the satisfaction of living to see its practical completion. He was re-elected to the legislature in 1878 and for the third time in 1879. He died at Eastport, March 17, 1884.

Hiram Blanchard, Esq., the thirty-eighth representative, who was elected in 1880, a Republican in politics, son of David and Sophia (Bennett) Blanchard, was born at Charlotte, Jan. 11, 1825. He came to Eastport in 1873, and established a steam-mill business, which has been greatly enlarged, and is still carried on by himself and sons. For two years, he was chairman of the board of selectmen.

Town officers between 1870 and 1880:—

Moderators: N. B. Nutt, 1871, 1873; J. M. Livermore, 1872, 1874, 1875, 1876, 1877, 1878; J. Anderson, 1879, 1880.

Town clerk: S. R. Byram, 1871 to 1880, inclusive.

Treasurers: C. B. Paine, 1871, 1872, 1873, 1874, 1875, 1876; E. H. Wadsworth, 1877, 1878, 1879, 1880.

Selectmen: N. B. Nutt, 1871, 1872; A. Bradford, 1871, 1872, 1873; R. B. Clark, 1871, 1872, 1873, 1874; W. P. Paine, 1873; W. J. Fisher, 1874; F. A. Buck, 1874, 1875, 1876, 1877, 1878, 1879; M. Bradish, 1875, 1876; A. Bucknam, 1875, 1876; M. D. Bibber, 1877; D. G. Furbush, 1877, 1878, 1879; J. Anderson, 1878, 1879, 1880; E. E. Livermore, 1880; A. V. Bradford, 1880.

Population in 1880, 4,006.

The principal local feature of this period was the introduction of the manufacture of sardines and the increase of business and population in consequence of the new industry. In the politics of the State there were the sudden rise and growth of the Greenback party; and, in fusion with the Democrats, Governors Garcelon and Plaisted were elected, and a large proportion of State and county officers. The influence of this movement was not felt so much in Eastport and Washington County as in some other sections. At this time, also, a constitutional amendment was adopted, establishing biennial elections in Maine; and there was no State election held in 1881.

In 1882, Benjamin Foster Kilby, Esq., Republican, was chosen the thirty-ninth representative. He is son of Charles H. and Julia E. (Foster) Kilby, born at Dennysville, March 1, 1852. His grandfather, Theophilus Kilby, was brother of Daniel Kilby, the ninth representative. He came to Eastport in 1878, set up a boot and shoe store; and he still continues in that business. At the next election, in 1884, as has already been stated, Simon Stevens, Esq., was chosen for a second term; and in 1886 Martin Bradish, Esq., Republican, the present incumbent, was chosen the fortieth representative of the town. He was son of David and Amelia Maria (Colville) Bradish, born at Portland, May 4, 1815. He came to Eastport in 1840, and established himself in the baking business, and with a brief interval has continued in the same line, adding largely to the capacity of his establishment and recently setting up a branch at Calais.

He served for two years as chairman of the board of selectmen.

Town officers since 1880:—

Moderators: J. Anderson, 1881; W. J. Fisher, 1882, 1883, 1884; N. B. Nutt, 1885, 1886, 1887.

Town clerk : S. R. Byram, 1881 to 1887, inclusive.

Treasurers: E. H. Wadsworth, 1881, 1882; L. M. Whalen, 1883; W. S. Hume, 1884, 1885, 1886, 1887.

Selectmen: J. Anderson, 1881; E. E. Livermore, 1881, 1882; A. V. Bradford, 1881; E. B. Davis, 1882; R. C. Green, 1882; S. D. Leavitt, 1883, W. Martin, 1883; J. M. Swett, 1883; H. Blanchard, 1884, 1885; N. B. Nutt, Jr., 1884, 1885, 1886, 1887; P. S. Paine, 1884; S. N. Frost, 1885; E. E. Shead, 1886, 1887; Jas. Mulneaux, 1886, 1887.

The great fire of Oct. 14, 1886, exceeded in the amount of its losses both those of the fires of 1839 and 1864, the total being estimated at three-quarters of a million dollars, of which rather more than half was covered by insurance. The town immediately became the recipient of a stream of almost unprecedented generosity, which greatly mitigated the effects of the calamity. The process of rebuilding, which is still going on, has effected great improvement in the business section; while the more substantial character of many of the new buildings, and the abundant supply of water now being introduced, will greatly diminish the risk of similar disasters in future.

Of the men who have represented Eastport in the lower branch of the State legislature, as has been seen, Aaron Hayden, Partmon Houghton, Alden Bradford, and Seward B. Hume were afterward chosen senators for Washington County. Besides these, several citizens who had no previous legislative experience were elected senators. The first was Honorable Benjamin Brickett Leavitt, chosen as the candidate of the Democratic party from the eastern Washington district in 1841. At that time, Hancock and Washington Counties had between them three senators, and were divided into districts, the middle district being composed of parts of both counties. Colonel Leavitt was son of Jonathan and Mary (Perkins) Leavitt, born at Eastport, Nov. 6, 1798. In early

life he was engaged in mercantile business, and later devoted his attention to the care of his large property. He was interested in military affairs, and, after serving in subordinate positions, was chosen colonel of the Third Regiment, First Brigade, Seventh Division, of the militia in Maine. He was appointed by President Polk surveyor of the port of Eastport. He died at Eastport, July 25, 1881. His son, General S. D. Leavitt, was the thirty-fifth representative of the town.

Honorable Sullivan Sumner Rawson, Democrat, was chosen senator from the eastern Washington district in 1843. He was son of Ebenezer and ——— (Taylor) Rawson, born at Paris, Me., Oct. 3, 1806. He graduated at Waterville College in 1828. His legal studies were completed with Nicholas Emery at Portland, in 1831, in which year he was admitted to the bar of Oxford County, and came to Eastport. For several years, he was associated in law business with I. R. Chadbourne, Esq. He was appointed county attorney for Washington County in 1834 and deputy collector at Eastport in 1839. President Van Buren appointed him collector of customs for the district of Passamaquoddy in 1840, which office he did not retain long, for the Whigs were successful in the presidential election that year; and, on the accession of President Harrison, Honorable J. C. Noyes was appointed in his place. While in the Senate in 1844, he was appointed one of Governor Anderson's aids. Several years later, he moved from Eastport to California, and died there.

Honorable Joseph Mason Livermore, Republican, was chosen senator in 1858, Washington County being now entitled to two senators. He was son of Oliver S. and Sarah S. (Johnson) Livermore, born at Eastport, Nov. 22, 1824. His great-grandfather, Samuel Tuttle, who was a captain in the Revolutionary army, was the first officer of customs in this district. At that time, the eastern boundary line between

the United States and the neighboring British Provinces was in dispute. The British claimed Moose Island, and forbade Mr. Tuttle from exercising authority: and, for his refusal to obey their behest, he was arrested in December, 1785, and committed to jail at St. Andrews, but, finding him unyielding, he was set at liberty after a few days' detention. Mr. Livermore was engaged in commercial business at Eastport. For nineteen years he served as moderator at



MASONIC HALL, 1887.

the annual town meetings, and for eleven years was chairman of the board of selectmen. His father and his son, Edward E. Livermore, the present county attorney, have also served as selectmen; and there are citizens of Eastport who have voted for all three. He was appointed surveyor of the port of Eastport by President Lincoln, and held that position, with the exception of a short time, when the duties of the office were suspended, until his death, which took place at Eastport, Nov. 20, 1878.

General Charles Henry Smith, Republican, was chosen senator in 1865. He was son of Aaron and Sally (Gile) Smith, born at Hollis, Me., Nov. 1, 1827. His grandfather, John Smith, was a soldier in the Revolutionary army under Washington, and while at Valley Forge, and after peace, was a member of the Massachusetts General Court. His mother was related to the Simpson family, from which General Grant descended. He was graduated at Waterville College in 1856, and came to Eastport in 1857 as principal of the High School. When the War of the Rebellion broke out, he was studying law in the office of Honorable Aaron Hayden, interested himself in recruiting for the Sixth Maine Regiment, and on the 23d of September, 1861, enlisted in the First Maine Cavalry, was placed in charge of the Washington County squad, and on arrival at the rendezvous at Augusta was appointed captain of Company D. The following March, the regiment moved forward to Washington; and, on arrival, he was sent by General Wadsworth, the military governor, to a command at Upton Hill, south of the Potomac, and, from this time until the close of the war, he was in active service, with the exception of a short sick leave.

The report of the adjutant-general of Maine for 1864 and 1865 gives a detailed account of his services, enumerating many of the numerous engagements in which he and his command had part, of which only a brief synopsis can be given here. They shared the varying fortunes of the Army of the Potomac in advance and retreat, in reconnoissance raids and pitched battles, generally successful, sometimes repulsed, but never demoralized, sometimes dashing through the enemy's lines and at others sweeping beyond and around them. In September, 1862, Captain Smith was appointed provost marshal at Frederick,—a responsible position, in which he derived the benefit of his legal education. In Jan-

uary, 1863, he returned to his regiment, of which on the 2d of March he was appointed major, and March 21 was promoted to lieutenant-colonel. Colonel Doughty was killed at the battle of Oldie, June 17; and Lieutenant-colonel Smith assumed command of the regiment. At this time, he was participating in Stoneman's raid toward Richmond. At the battle of Upperville, June 21, General Kilpatrick called on the commanding general, Pleasanton, for the First Maine Cavalry to charge upon the town; and, as the column disappeared, General Kilpatrick exclaimed, "Those Maine boys would charge straight into hell if they were ordered to." The attack proved entirely successful. Lieutenant-colonel Smith participated in the Pennsylvania campaign, and was with the cavalry following up General Lee in his retreat after the battle of Gettysburg. On the 24th of July, he was appointed colonel of the regiment, rank to date from June 18. During the following months, his command was engaged in numerous skirmishes and battles. On the 4th of May, 1864, Colonel Smith crossed the Rapidan with General Sheridan's command, and on the 9th started on the Richmond raid of that brilliant commander, being on the 12th within three miles of the city. In an action near Beaverdam Station of the 10th, Lieutenant-colonel Boothby was mortally wounded. On the 24th, Colonel Smith himself received a gun-shot wound in the thigh, and had two horses shot under him, one being disabled and the other killed. Mounting a third, he remained on the field until 10 P.M. From that time until August 20, he was absent on sick leave, on account of his wound. Rejoining his regiment at James River, he took command of the Second Brigade in absence of its commander, and was soon after assigned to the command of the Third Brigade, recently formed; October 6 received official notice of his promotion as brevet brigadier-general. In the spring of 1865, General Smith was actively

engaged in the battles and skirmishes which preceded the fall of Richmond. On the 7th of May, he moved to Appomattox Court-house, where his brigade held the Lynchburg Pike in front and in sight of Lee's army all night. At daylight, the brigade was within carbine range of the place made memorable by the signing of the capitulation. Early in the morning of the 9th, General Smith was attacked by the enemy; but, although the struggle was for a time severe, he successfully fought the rebels, and held that only path of egress until the flag of truce announced the final surrender. On the 11th, General Smith, with his brigade, escorted Lieutenant-general Grant and staff to Buckville Station, and at this time was further honored by being brevetted major-general. He was appointed to the command of the sub-district of the Appomattox, with head-quarters at Pittsburg, from which he was released on the 30th of July by the following special order:—

Brevet Major-general C. H. Smith, Colonel 1st Maine Cavalry, is hereby released from the command of the sub-district of the Appomattox, and will proceed to Augusta, Me., to await the arrival of his regiment, ordered there for its final discharge from the service. In releasing General Smith, the commanding General takes great pleasure in expressing his entire satisfaction with the manner in which he has performed his duties while in this command. By his good judgment and prudence in the conduct of the affairs of his sub-district, he has in another field added to the deservedly high reputation he had previously won on the battlefield.

Having been thus released from his command, he repaired to Augusta, where on the 11th of August, 1865, he was mustered out of the service of the United States.

Returning to Eastport, he formed a business copartnership, was elected State senator in September, and spent the winter at Augusta. Congress having passed a law creat-

ing additional regiments in the regular army, General Smith was appointed colonel of the new Twenty-eighth Infantry, his commission dating July 28, 1866; and in 1869, by consolidation, he was transferred to the Nineteenth Regiment, and he was subsequently promoted to brevet brigadier-general and brevet major-general of the regular army. From November, 1866, to January, 1870, he served in Arkansas, and was in command in that State throughout the reconstruction period. His later service has been in Louisiana, Colo-



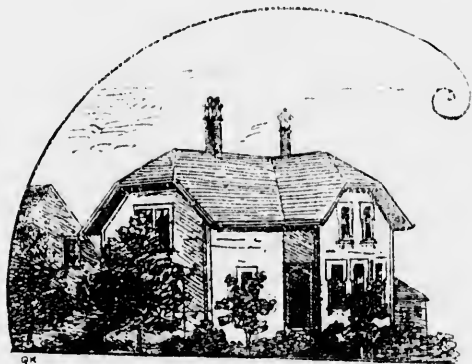
rado, and Kansas, and for the last half-dozen years on the Texas frontier, with occasional attendance at Washington on court-martial and other duty. He still regards Eastport as his home, and, whenever the opportunity occurs, avails himself of his privilege of voting here.

Two of our townsmen, whose service as representatives to the legislature have already been noticed, were also members of the executive council of the State. Honorable Timothy Pilsbury was a member of Governor Lincoln's council in 1828 and again of Governor Dunlap's council in 1836, and

Judge Burgin was in Governor Huntoon's council in 1830. Besides these, General Charles Peavey, a Democrat in politics, was chosen a member of Governor Smith's council in 1831-32. He was son of James and Mary (Nutter) Peavey, born at Newington, N.H., Dec. 1, 1790, and came to Eastport in 1804 as an apprentice to his brother, Captain John N. Peavey, who was a master carpenter and builder. The apprentice system, which is now nearly a thing of the past, was then and for many years after in general practice; and Mr. Sabine says that young Charles Peavey was the first apprentice to mechanical business in Eastport. Coming to his majority, he for a time continued in the same business, but later in life acquired large landed interests in Eastern Maine and the neighboring provinces, which took up his whole time and attention. He was interested in military matters, and by rapid promotion became brigadier-general of the First Brigade of the Seventh Division of the militia of Maine. After the death of Doctor Ayer, he was appointed surveyor of the port of Eastport by President Jackson, and at the expiration of his term reappointed by President Van Buren. He died at Machias, Oct. 17, 1854.

Of the forty-five men noticed in the foregoing sketches, ten were natives of Eastport, five of other towns of Washington County, and thirteen from other parts of the State, making twenty-eight natives of Maine in all, eleven from Massachusetts, four from New Hampshire, one from Vermont, and one from out of the country,—L. F. Delesdernier, who was born in Nova Scotia. The average age of the whole number at the time of service was about forty-two years. J. T. Pike, the youngest, was chosen soon after his twenty-eighth birthday, and Oliver Shead, Aaron Hayden, Thomas J. Jones, and B. F. Kilby before they were thirty. J. M. Livermore at thirty-three was the youngest of our senators. Seward B. Hume, a member of the Senate at the

time of his decease, and George H. Robbins, at the close of his last term as representative, were the oldest of our legislators. There are two groups of father and son, Daniel Kilby and W. H. Kilby, Benjamin B. Leavitt and S. D. Leavitt; two of brothers, Isaac Hobbs and Frederick Hobbs, Humphrey Pike and Jabez T. Pike; and four of brothers-in-law, George W. McLellan and A. Hayden, Joseph Gunnison and J. M. Livermore, J. M. Livermore and C. H. Smith, and Humphrey Pike and Asa Bucknam. Jonathan Bartlett and George H. Robbins were uncle and nephew; and Samuel Bucknam and Asa Bucknam, Aaron Hayden and Thomas G. Jones, were cousins.



CHAPTER VII.

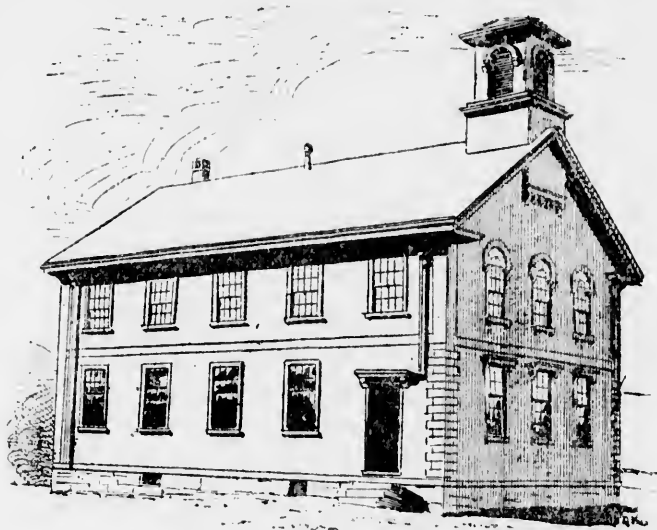
EARLY EASTPORT SCHOOLS.

BY DANIEL T. GRANGER.

THE dedication of the Boynton School on the 28th of May, 1847, was an important event in the history of public schools in Eastport, and was made the occasion for special services. For several years there had been dissatisfaction with the town school system. The people had not been unmindful of the importance of good educational privileges; and private schools of excellent character had been maintained for several years, and kept in the rooms under Prescott Hall. There was, however, a growing feeling that the public schools ought to be made equal to the educational wants of the community; and when, in 1846, the Old South School-house was burned, and it became necessary to build another, advantage was taken of the circumstance to inaugurate a better system. The Boynton School-house, built upon the site which was given to the district by Caleb Boynton, one of the original pioneers, and upon which had stood the "Old South" as well as an earlier predecessor which had also been burned, was fitted for the high school, the head of the new system. The teachers appointed were Frederic Vinton, principal; Miss Annie Webster, Miss Frances M. Foster, Miss Hannah Hinkley, assistants. The school committee of the town consisted of Rev. Kendall Brooks, Jr., chairman, Daniel T. Granger, Aaron Hayden, Leonard Peabody, William Henry Kilby. At the dedication, Mr. Gran-

ger* delivered an address, the historical portions of which were as follows: —

Standing here this day for the interesting purposes which have now been indicated, it is quite natural, and seems to me not inappropriate to the occasion, to cast back a glance upon the past; and I have imagined that some brief and



BOYNTON SCHOOL-HOUSE, BUILT 1847.

rapid notices of the history of our town from its earliest periods, in its connection with schools, would not be without interest to you.

For many years after the first inhabitants planted themselves on this island, there was nothing like public schools;

* Daniel T. Granger was born at Saco, Me., July 18, 1807, was graduated at Bowdoin College in 1822, read law in the office of John and Ether Shepley at Saco, and was admitted to the bar of York County in 1829. Coming to Eastport in 1833, he associated himself with Frederic Hobbs, and continued in the practice of his profession and a resi-

nor should we expect to find them. There was not, at first, the immigration of large numbers,— the springing up at once of a populous and well-organized community; nor, after the first settlements, was the increase for many years a rapid one. Moose Island was for some time a mere fishing station, to which those engaged in taking fish were attracted by the advantages offered by its local position for prosecuting their employment. The first settlements were made about the time of the close of the Revolutionary War, comprising four or five families; and at the time of the incorporation of the town of Eastport, in 1798, there were probably on this island less than three hundred inhabitants. Up to this period, the only advantages of education enjoyed by the children were such as could be derived from the occasional labors of some individual who was induced to vary his ordinary occupation by an attempt at teaching.

For the facts which I am about to state in relation to the schools here prior to the incorporation of the town, I am indebted to the kindness of one of our citizens,* who has witnessed the progress of the place almost from the first days of its municipal existence. I shall give the information derived from him in nearly his own words. "As far as I can ascertain," he says, "the first school that was kept on the island was taught by Mrs. Bell, from New Market, N.H. I can find no one who can remember the exact date of the school; but from some circumstances there is, I think, no doubt that it was between the years 1784 and 1788. The building occupied for the school stood in a central part of the salt-works plat, but has long since been demolished. This school consisted of small children mostly.

dent of the town until his decease, Dec. 27, 1854. He had been appointed judge of the Supreme Judicial Court of the State by Governor Crosby, but on account of the state of his health declined the honor. By his death the town lost an able and exemplary citizen, and the cause of education and sound morals an intelligent and earnest friend

* Probably the late Jerry Burgin.— k.

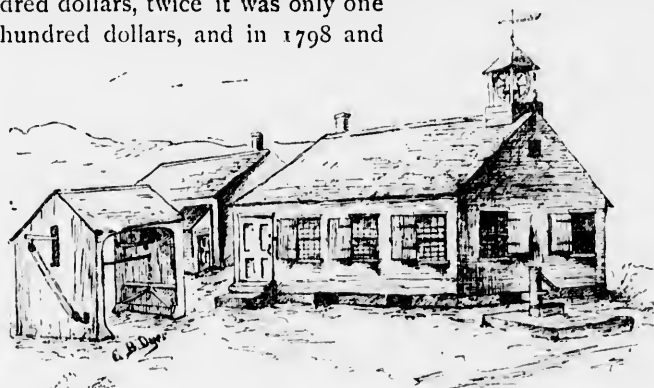
"I cannot find that there was any other school kept on Moose Island until about the years 1793 and 1794, when a man by the name of Greenwood kept what was called a school, in a small house standing on Water Street, near the foot of Boynton Street. The house was about sixteen by thirty feet, divided into two rooms, and wholly unfinished. One room was used as a tavern and bar-room, while the other was appropriated to the school. Mr. Greenwood was the proprietor of both, and performed the duties of landlord and bar-keeper in one and teacher of youth in the other, in a sort of interchangeable service. And although he may probably have intended to spend the larger portion of his time in the school-room during the hours appropriated for teaching, yet he would occasionally hear the call of some of the patrons of the other room,—'Here, old man, fill this pitcher!' And, as that side of the house was the most difficult to please, he would very promptly obey the summons; while the scholars were not unwilling to dispense with his services for a season, and during his absence, by way of variety, would recreate themselves with an eight-handed reel, and, as the music was by general chorus, it would often serve for both rooms. We have no certain information as to the proficiency made in this school in the elements, but believe that those who sat under Mr. Greenwood's tuition remember it more for the singular combination of duties undertaken by the teacher, and their somewhat uncommon amusements, than for any great amount of learning acquired."

After this there seems to have been no school here until the town was incorporated. This event took place, as I have already stated, in 1798. The first efforts of the town in its municipal capacity were not marked by a very enlarged provision for the wants of the children. At a meeting of the inhabitants in November, 1798, the question of raising money for schools came up; and the record sets forth that, "having

discussed on raising money for the support of schools, it was put to vote by the question, Shall money be raised? when it passed in the negative." Another vote, passed at the same meeting, may perhaps be considered as presenting a somewhat singular contrast with that just quoted: "that money should be raised for procuring powder, ball, flints, and camp-kettles, agreeably to law, for the militia and defence of the town." It seems not then to have been so well understood as it has been since that there are no fortifications for the protection of a people to be compared to good schools. As the law then stood, all towns containing fifty families were required to maintain schools for the teaching of certain enumerated branches of study, and "decent behavior," for such a term of time as should be equivalent to six months for one school in each year, under a pecuniary penalty for neglecting so to do; and the amount of the requisition was increased in proportion to the number of families. But perhaps it should be mentioned that the town was quickened in its duty, in relation to "the militia and defence of the town," by a presentment of the grand jury for their neglect sooner to vote money for those purposes; for, at this very meeting, the record states that a letter was presented to the moderator by the foreman of the jury, giving notice of the presentment. Whereat the indignation of the town was much roused, and the selectmen were directed to reply to the letter, and say that the town regarded the presentment as an insult.

At its incorporation, Eastport embraced within its limits the present town of Lubec, and continued of that extent until 1811, when a separation took place. While this connection lasted, the provision made for schools by the town seems not to have been of a very liberal character. We have already seen what was the action of the town on this subject during the first year of its existence. At its annual meeting, in 1799, it voted to raise one hundred dollars for the support

of schools, having then a population of some five hundred inhabitants. From the period of its incorporation until the division of the town, the amount raised for schools gives an average of one hundred and seventy-five dollars only a year. In one instance only did the amount exceed two hundred and fifty dollars, and that was in the last year of the connection, when a vote was obtained to raise six hundred dollars. While in nine of the years the sum did not exceed two hundred dollars, twice it was only one hundred dollars, and in 1798 and



OLD SOUTH SCHOOL, HAY SCALE, AND TOWN PUMP SIXTY YEARS AGO.

1803 none was raised at all; and yet from 1800 to 1810 the population had increased from five hundred to fifteen hundred inhabitants.

It is manifest, however, from an inspection of the records, and deserves to be mentioned, that this state of things was far from satisfactory to that portion of the town which was comprised in Moose Island; for in 1807 an act of the legislature was obtained, authorizing the inhabitants of the school districts here to raise money for the support of schools, in addition to that raised by the town. Under the provisions of this act, the inhabitants of this district, during the remaining

years of the connection between Eastport and Lubec, did vote money for schools, varying in amount from fifty to four hundred dollars, as the sum raised by the town was more or less; and this practice was continued for several years after the island was restored to the United States in 1818. During the period just indicated (from 1807 to 1812), this district raised for schools seven hundred and fifty dollars, in addition to the money voted by the town for the same purposes, besides the sum of twelve hundred and seventy-five dollars for the erection and repair of a school-house, in which, however, is included one hundred and twenty dollars appropriated for the purchase and putting up of the bell that for thirty-five years rang out its sharp note from the "Old South," but which was partially melted and broken in the conflagration of that building, and was afterward stolen.

In the year succeeding the separation of Lubec and Eastport, our town raised for schools four hundred dollars, and this district raised the additional sum of five hundred and fifty dollars, and voted to maintain a man's school the whole year, and two women's schools to continue as long as the money raised would admit. The declaration of war with Great Britain was made, as you all know, in June of that year. Upon the fact becoming known here, the public schools seem to have been abandoned by common consent. The town immediately voted to pay out of its funds three dollars a month to the officers and privates stationed here, in addition to their regular government pay, and shortly after appropriated for this purpose the money which had been raised at the preceding annual meeting for schools. From this time, no money was raised by the town for schools until after the restoration of the island, nor by the district until the spring previous to that event, when, in anticipation of it, they voted the sum of six hundred dollars for the purpose, and directed their committee in the words of the record to

“procure one master and two good women to keep schools to the best advantage.” After the declaration of war, and while the island was in possession of the British troops, the town maintained its municipal organization, held its annual meetings for town purposes as usual, and there is no interruption in its records. There is a hiatus in the records of the district, from May, 1812, to January, 1815, when we find a correspondence between the district committee and Colonel Gubbins commanding the British forces here, in relation to the “Old South.” In this correspondence, the district committee state that the school-house on the capture of the island was appropriated by the British troops for a barrack, but that on application to the then commandant, Lieutenant-colonel Pilkington, the troops were immediately withdrawn from it; that, under Colonel Gubbins, it had again been converted into a barrack, and at the date of their letter was fitted up by the British officers for a theatre. The purpose of their letter was to ask that the house might be restored to the control of the committee. Colonel Gubbins replied that its occupation for theatrical purposes had been approved by some of the principal inhabitants; that some expense had been incurred in fitting it up, and he could not then comply with their wishes, but that he would embrace the first opportunity of doing so. In the following year, the house was again under control of the district, and so remained afterward.

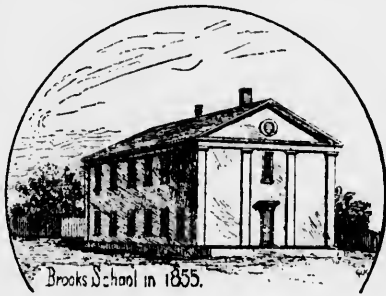
Prior to 1801, as the records show, there was no division of the town into school districts; but in that year such a division was made, and two were formed on Moose Island, called the North and South districts, the line of division being “the line of Joseph Clark’s land,” which corresponds with the present northern boundary of this district. These remained unchanged until 1819, when the North district was divided by the “line of the Holmes and Lane lots,” which

is still the northern limit of the Middle district. In the following year, the North was again divided; but in 1825 the two districts thus formed, which were called the North and North Middle, were again united. Our school districts have remained unchanged from that time until the present. An attempt was made in 1834 to abolish all districts, making but one of the whole town; but it did not then meet with any favor. The time is not distant, however, when this will probably be accomplished. If our success in the undertaking on which we now enter shall be such as our hopes and wishes inspire us with the belief that it will be, it will be fitting and proper that all the children within our limits, who have been sufficiently advanced in the rudiments, shall have the privileges which this school will afford, making all the other public schools in the town preparatory to this. And it is believed that the schools may be so classified, and such an amount of qualification required for admission, that all who merit it shall have the benefit of the privileges to be enjoyed here without overcrowding these rooms.

To one who examines our early records, it may perhaps seem quite singular that, while at the annual meeting in 1799 a vote was passed for building two pounds, nothing appears on record in relation to a school-house until two years afterward, and then an article in the warrant for the annual meeting, "to see if the town will build any school-houses, how much money they will raise, and in what manner," seems to have been passed by in silence. It is to be considered, however, that up to the year 1800 there had been no legislation in the Commonwealth of Massachusetts specially upon the subject of the erection of school-houses; nor was any obligation in this respect imposed upon towns, or any power conferred upon them, other than such as arose from the general duty to maintain schools. In that year, an act was passed, authorizing school districts to raise money for the

purpose of building school-houses; and at the meeting of the town just spoken of, in 1801, the division into districts took place, and the subject of school-houses thenceforward fell within the cognizance of the district and not the town. Our district records do not go back farther than 1807. Hence we have no record of the action of the district in relation to the erection of the first school-house; but we learn from those who were then inhabitants that it was built on the spot on which we now stand. The lot for the purpose, forty by sixty feet, was given to the district by Mr. Caleb Boynton, who was one of the original proprietors of the island. The lot has been enlarged by subsequent purchases. The house was a small one, twenty-four by twenty-one feet. It was burned in the winter of 1808-9 in the night time. Prior to its erection, the public school was kept in a building near Aqueduct Wharf, not now standing.

In February, 1809, the district raised five hundred dollars for the purpose of replacing that which had just been burned by a building, as the record states, "on an enlarged plan, not exceeding forty by thirty feet"; and the committee were authorized to erect one of two stories "in conjunction with any who will pay the extra expense or on such terms as they may think proper," the object undoubtedly being to have a hall in the second story. The house, however, was built of one story, forty by twenty-four



Brooks School in 1855.
Named for Rev. Kendall Brooks, Jr., previously Chairman of the School Committee. Rev. Dr. Brooks now resides at Kalamazoo, Mich., having retired after several years' service as President of Kalamazoo College.

feet; and in the following year an additional five hundred dollars was raised for completing it. This seems to have been the only school-house in the district until 1820, when the south district was divided into three wards, and fifteen hundred dollars were raised for building a school-house in each; and these are the houses on Fort Hill, below the cove, and that in the rear of the building we now occupy, and which has been familiarly known as the "Old South Junior." An effort was made in 1826, and seems for a year or two to have been followed up with some vigor and perseverance, to erect a school-house worthy of the district, and to establish a system of schools that should better answer the purposes of education than had hitherto been attained. In that year, a committee was raised to consider the expediency of establishing monitorial schools. At the succeeding annual meeting, this committee made a report favorable to the establishment of such schools, and the district voted to adopt that system, if funds could be obtained to erect a suitable house; and a committee was then raised to see if funds could be obtained. . . . How it happened that this project, which was entered upon with such spirit and earnestness, and was followed up for more than a year with such zeal, and which many of the inhabitants of enlightened views on the subject of education were really desirous of seeing accomplished,—how it happened that it came to so "lame and impotent conclusion," I am not informed.

CHAPTER VIII.

EARLY ECCLESIASTICAL HISTORY OF EASTPORT.

FROM THE UNPUBLISHED PAPERS OF THE LATE LORENZO SABINE.*

THERE was but one settled minister east of the Penobscot, or, indeed, of the St. George, before the Revolution.

The first was the Rev. James Lyon, who accepted a call at Machias in 1772, and who continued his labors at that place upward of thirty years. It is related that he had a singular defect of vision, not being able to distinguish between the colors of black and red; and that "he once purchased a piece of scarlet cloth for the purpose of making himself a coat, thinking it to be black, until apprised by his wife that it would be much more suitable for a British officer than a dress-coat for a clergyman."

As late as 1790, the number of ordained clergymen between the Penobscot and the Passamaquoddy was but three, though at this time there were twenty-one incorporated towns and eight plantations within these limits.

The first house for public worship on the island "was erected by a few individuals at the bend of the road a little north of the burying-ground" in 1794; but there was no settled minister in town for many years afterward. Religious instruction was given in this house by missionaries and itinerant preachers until the capture, in 1814, when it was removed by the British to the corner of High and Boynton

* This fragment appears to have been written in 1847 or 1848, when Mr. Sabine had planned a complete history of the town.—K.

Streets, and occupied by clergymen of the Episcopal communion, under the auspices of the captors.*

This building appears to have been the only one appropriated to sacred uses for this section for several years. People came here from the neighboring islands, from the main on the American side of the Passamaquoddy, and even from St. George, New Brunswick. The distant worshippers brought food for the day, and sometimes, detained by fogs and adverse winds, lodged in their boats. The women appeared in church in short loose gowns, and with aprons or handkerchiefs tied over their heads.

“ In 1807, an association of eighteen persons, without regard to theological differences of opinion, purchased a lot of land where the Methodist meeting-house now stands, and procured materials



MOOSE ISLAND MEETING-HOUSE, BUILT 1794.

for a large house of public worship; but the passage of the embargo laws in the winter of 1807-8 defeated the object, and the materials were disposed of.”

An effort to settle a minister appears to have been made as early as the year 1800, when the question whether Mr. James Murphy of Steuben should receive a call, and be maintained by a town tax, was submitted to the inhabitants in town meeting. The vote was in the negative; and in

* Winslow Bates and William D. Dana remember attending the service of the Church of England, conducted in the old meeting-house by Parson Aiken, the post chaplain at the time of the British occupation. There was no inside finish except the high-backed pews and about the pulpit, and no provision for warming. Mr. Bates says it was afterward sold at auction, and purchased by his father for sixteen dollars, then used as a place

1810 the Rev. Thomas Green, of North Yarmouth, was invited by the town to labor for one year "for five dollars each Sabbath with the contributions and seven dollars for each Sabbath without them." The town voted two hundred dollars. The committee — Oliver Shead, Aaron Hayden, Joseph Clark, Jr., John N. Peavey, and Jonathan D. Weston — remark in their letter that religious opinions were various, and that from the inquiries they had made they "knew of no gentleman more likely to please all and unite the different persuasions."

Thus far no sectarian preferences seem to have been indulged; but in 1811 a subscription was opened for the support of a "Congregationalist minister." As this paper is probably the only memorial which has been preserved of some of the subscribers, and as it marks the period of the second denominational division, it is here inserted: —

The subscribers agree to pay the sums annexed to their names toward supporting a Congregationalist minister to preach in this place as long as the whole subscription will pay one.

EASTPORT, 7th May, 1811.

Jona D. Weston	\$15 00	John Swett	\$5 00
Jabez Mowry & Co	30 00	Daniel Garland	7 00
B D Prince	15 00	John Wood	5 00
N B & S Bucknam	20 00	Daniel Powers	5 00
Josiah Dana	15 00	Solomon Rice	5 00
Samuel Maclay	10 00	J. W. Baxter	10 00
Samuel Hall	10 00	Wm. Hills	5 00
Isaac Lakeman	10 00	John Buck	5 00
Zebulon Brown	5 00	En Steele	10 00
Joseph Sumner	5 00	Oliver Shead	5 00
Edward Baker	10 00	L F Delesdenier Jr	2 00
Amos Johnson	5 00	J. Bartlett	7 50
J. W. Cushing	10 00	Jesse Stephenson	5 00
William Frost	5 00	Sam'l Woodworth	4 00

for shows and exhibitions, there being no other suitable place in town. Later, it became Willard Childs's stable, and in 1840 was taken down and a portion of its material was used in the construction of the house on Accommodation Street afterward owned and occupied by Captain John Beckford.— κ.

Geo. Hobbs	5 00	Robert Dutch	7 50
Horatio G. Balch	3 00	Amasa Cheney	5 00
Perley Parker	5 00	Anthony Brooks	8 00
Thos. H. Woodward	10 00	Rufus Hallowell	2 00
Jereh F. Young	5 00	James Goold	5 00
Anna Young	5 00	Wm Concy	5 00
John Webster	5 00	Samuel Brown	2 00
Samuel Buck	5 00	Joshua Harriss	5 00
		George Norton	5 00
Total			53 27 50

In 1811, a second effort was made to erect a meeting-house by an association of individuals, who purchased the lot now occupied by the Unitarian church, and contracted with Moses Hovey of Machias to furnish the materials, and built an edifice "equal to the Tuscan order of architecture," sixty feet long, forty-six feet wide, and twenty-eight feet high, with a "cupola dome and short spire," an arched ceiling, galleries, and a handsome sounding-board over the pulpit. The founders, whose names appear in the contract, are: Jonathan D. Weston, Esquire; Benjamin Bucknam, Seward Bucknam, Ebenezer Steele, merchants; John Wood, gentleman; Asa Fowler, joiner; Thomas Green, Robert Dutch, merchants; Daniel Garland, gentleman; Thomas H. Woodward, Jonathan Bartlett, Daniel Powers, Abijah Gregory, merchants; William Cony, gentleman; James Goold, baker; Edward Baker, Ezekiel Prince, merchants; John Webster, trader; John W. C. Baxter, physician; Jabez Mowry, Isaac Lakeman, Amasa Cheney, merchants; and Otis Lincoln, yeoman, all of Eastport. The frame was nearly completed at Machias early in 1812, but the war put an end to the undertaking. The Rev. Ephraim Abbot was, however, employed to preach a part of the last-mentioned year, to — as appears by his bill of services — "The Congregational Society in Eastport."

The foundation of the First Congregational, or Unitarian,

Meeting-house, Shackford Street, was laid in the fall of 1818; and in the following year the building was completed. The following is a copy of the agreement under which the house was erected:—

MOOSE ISLAND, June 4th, 1818.

We the subscribers form company for the purpose of and building a Meeting-House Congregational minister. agree to take and pay for the affixed to our names estimated dollars each share—and exceeds or falls short of such to pay in proportion to our notes are to be given by each amount of his subscription to such person or persons as may be appointed for that purpose.

Any profit that may arise on the sale of pews is to be appropriated for the use of the congregation, as a majority of the subscribers may direct.

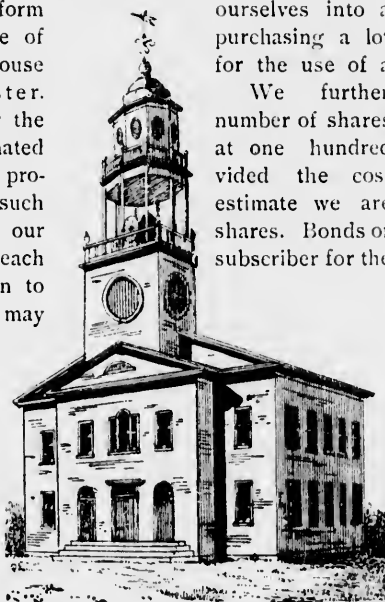
We further agree that the building is for a Congregational Minister, such as a majority of the subscribers may agree to

hire or settle for a limited time or for life, without reference to any party or particular denomination of Congregationalists.

And we further agree to be bound by the decision of the majority of the subscribers in all matters pertaining to the premises.

ourselves into a purchasing a lot for the use of a

We further number of shares at one hundred divided the cost estimate we are shares. Bonds or subscriber for the



FIRST CONGREGATIONAL MEETING-HOUSE,
BUILT 1819.

Robert Little,	Three	Shares
Solomon Rice,	One	do
Ezekiel Prince,	Two	do
Leonard Pierce,	One & one-half	do

George Hobbs,	One & one-half	Shares
Anthony Brooks & John Webster,	One & one-half	do
Ezra Whitney,	Four	do
N. B. & S. Bucknam,	Four	do
J. Bartlett,	Two	do
Jacob Penniman,	One & one-half	do
Stephen Thacher,	Two	do
Henry Byram,	One	do
Ezra T. Bucknam,	One	do
Worster Tuttle,	Two	do
Thomas Haycock,	One	do
Gideon Stetson,	One	do
Joseph Whelpley,	One	do
Jesse Gleason,	Two	do
Warren Gilmore,	One	do
M. Hawkes,	One	do
J. D. Weston,	One	do
J. Milliken & Samuel White,	One	do
Daniel Garland,	One	do
Henry T. Emery,	One	do
Daniel Kilby,	One	do
Andrew Curry,	One	do
Joshua Hinkley,	One	do
I. R. Chadbourne,	One	do
Samuel Starboard,	One	do
Benj. King,	One	do
I. Hobbs for self & T. Childs,	One	do
Thomas Green,	One	do
Jonas Gleason & Sam'l Stevens,	One	do
Noah Fifield,	present	Ten dollars
A present,*		Ten dollars
Merrill & Veazey,	One	Share
Starboard & Rice,	One	do
John Norton,	One	do
Ebenezer Tuttle,	One	do
John Milliken, Jr.,	One	do
Barney Allen transferred to Eben Adams,	One	do
Daniel Aymar,	One	do

Fifty-three shares in all, and the house cost \$10,343.25.
It was dedicated Jan. 13, 1820. Andrew Bigelow preached
the sermon, Rev. Mr. Rand officiating.

* John Wilson of St. Andrews.

CHAPTER IX.

A FRONTIER MISSIONARY.

WITH EXTRACTS FROM THE JOURNALS AND CORRESPONDENCE
OF REV. EPHRAIM ABBOT, CONGREGATIONAL MISSION-
ARY TO THE PASSAMAQUODDY TOWNSHIPS IN
1811 AND 1812.

[Notes by compiler.]

THE Theological School at Andover, Mass., has, since it began its work of educating religious teachers, sent out many earnest, consecrated men on missionary service to all parts of the world. At the very head of this long and notable list stands the name of Ephraim Abbot, the first graduate from the institution; and his missionary field was the Passamaquoddy region.

Ephraim Abbot was son of Benjamin and Sarah (Brown) Abbot, born at Newcastle, Me., Sept. 28, 1779. His father fought at Bunker Hill. The son was graduated at Harvard College in 1806, where among his classmates was William Pitt Preble, afterward known as a leading jurist and politician in Maine. Mr. Abbot entered the Andover Theological Seminary, then recently established, and graduated therefrom in 1810 in the first class that left the institution, standing alphabetically at the head of the list. In his own report, he says: "In June, 1811, I received an appointment from the Society for Propagating the Gospel among Indians and others to perform a mission of two months in the eastern

parts of Maine. In this mission and in another mission from the same society for two months, which I commenced in March, 1812, I visited almost every house east of Machias in Washington County."

By the favor of Mr. Abbot's family, the principal parts of the journals which he kept while engaged in these missions are repeated here, supplemented by extracts from his private letters written at the time, the whole giving a graphic picture of the condition of the region just before the War of 1812, as seen from a missionary's point of view:—

June 26th, A.D. 1811. Left Andover in the accommodation stage. . . . Thursday, June 27th, went on board Brig Elder Snow to sail first to Thomaston and then to Eastport. (The wind continuing unfavorable) on the 30th the LORD'S day, went to Mr Samuel Abbots on shore & went to meeting. In the morning I heard a discourse on the character of St Paul by the Roman Catholic Bishop Chivereau. In the afternoon I heard a discourse on the character of the pure in heart by Mr Osgood a missionary. The discourse was delivered in the Reverend Huntingdon's meeting house. In the evening I heard a discourse by Dr Griffin in the Park street meeting house on the sufficiency of Christ. Monday P.M. went on board [the description of the voyage is omitted] and next Sabbath July 7th beat up past West Quoddy Head and came to anchor six miles below Eastport, and held two religious services on board with all who were pleased to attend.

On Monday July 8th I came to Moose Island in a boat, dined at Mr Chipman's tavern. After dinner I called on Mrs Weston, and Mrs Holmes, found them very serious and I trust good people. They wish very much to have a Congregational minister settled among them. The majority of the people of the Congregational persuasion would be pleased to have a man of such sentiments as Dr Kirkland would recommend, yet there are some who would be pleased with a man of the Hopkinsian denomination. This town not being considered missionary ground [meaning probably that the people were able to support their own religious institutions] I left it, at 4 P.M., and went on board Mr Spooner's boat

to sail with him to Robbinston, but the wind dying after we had proceeded a few miles, and the tide being against us, we went on shore and lodged at a public house kept by a Mr Kendal.* Next morning, after toiling at our oars until ten o'clock, we went on shore at No. 17 and took breakfast at a public house kept by a Mr Swett. In our passage from Mr Kendal's to Mr Swett's, we passed by Pleasant Point where is an Indian settlement. They have a Roman Catholic priest residing amongst them, whose name is Romagne. He is said to be a very worthy man. Many of the Indians are said to abstain from ardent liquors, and to be prudent, exemplary and religious characters. Just before we arrived at Pleasant Point, we heard their bell calling them to morning prayers, and heard them chant their morning service. Their meeting house is a large white building. I presume nearly as large and handsome as Phillips Academy † [Andover]. Their houses are built in three rows, most of them small, some of them in the form of a cone. Most built in the English fashion are covered with bark. . . . As we passed the Point they came out from prayers, and came to the shore and saluted us with the discharge of a swivel. The report was very loud, and the echo exceeded anything of the kind I ever heard. The sound was like distant thunder, passing between the distant islands, and continued probably more than a minute, to my apprehension nearly as loud as the first report. About noon we arrived at General Brewer's. In the afternoon I was introduced to Maj Trescott Collector of Eastport, and Mr LeDernier the former Collector. I was also introduced to Esq Vose and Esq Balkam who with General Brewer received me very kindly. I was also introduced to Esq Pike of Calis. All these gentlemen received me very cordially. Mess Brewer Vose and Balkam accompanied me to the meeting house, and there they agreed that on Thursday afternoon at 4 o'clock we should have a lecture at the meeting house. July 10th. This day General Brewer and Esq Vose very kindly

* At Kendal's Head.

† Township No. 1 was incorporated in 1818 with the name of Perry.

‡ In seeing this building from the water, Mr. Abbot evidently overestimated its size. It was built by the Commonwealth; and Thomas Eastman, of Dennyville, was master workman.

accompanied me to Mr Jones's and Mr Bugbee's, two aged men who from the first settlement of the town have assembled every LORD'S day as many of the inhabitants as would meet them; at first in some private house, and since the building of the meeting house in that. Their custom is to read some select discourse, and to perform the other parts of worship as is usual in congregational societies. These aged gentlemen appear to be sensible and very devout men. This day I was introduced to Col Wire * and Mr Jack from St Andrews who dined at General B's. . . . July 11. This day preached a lecture in the meeting house from Corinthians 2d. 2d. . . . It rained and there was not a large assembly perhaps 70 people. They appeared solemn and attentive. 14th. Preached in the meeting house to about 100 people who were very attentive. From meeting I went to Mr Jones's



BREWER HOUSE, ROBBINSON, BUILT
1791.

afternoon and evening in religious conversation and hearing his grand children read in the Bible & recite their catechism, some of which I endeavored to explain to them. 15th. Called on Mrs McKean, Mrs Brown & Mrs Felt, afterwards on Mr Bugbee; the old gentleman accompanied me to the school in his neighborhood. The instructress is a Miss Waterhouse from Machias. Her school consists of 25 children. Lads and misses under twelve years. The woman appeared very capable to teach her school. Three children read in the testament and the rest read in the spelling book. There were three primers in school. She said there were no more primers to be had in town. I then visited the house of Mr Samuel Jones. . . . I next called at the house of Mr Hezekiah Jones. He was shaving shingles at the door but did not go in to converse with me. I went into the house and conversed with his wife and her sister a widow who has seen much trouble. . . . Night was approaching and I had to walk three miles to my lodgings at Gen Brewer's. Mr Bugbee had accompanied me all the afternoon. I arrived at Esq Vose's much fatigued. I took tea with them and went to my lodgings. I hope GOD will bless the truths I have this day spoken (16) visited a private school in the neighborhood. (18th)

* Colonel Thomas Wyer.

visited the families of Mr Potall Mr Parker, Mr Brooks, and Mr Balkam and conversed on religious subjects.

July 19—Friday. Left Robbinston about 9 in the morning & arrived at Calis 12½. (20th) Preparing for the sabbath; (21st) preached two sermons from I Cor 2, 2 in a house belonging to Mr Willet. There were as many as 150 persons present. They were well dressed, and apparently very intelligent people seriously attentive to the religious exercises. Thursday preached a lecture at the house of a widow Sherman. . . . Mr McCall,* a minister of the Methodist denomination, who has preached for many years at St Stephen & who generally attends the funerals at Calis, and whose meeting many of the Calis people attend when they have no meeting in Calis, was present and made a prayer after the sermon. He is much esteemed in Calis as a prudent exemplary and pious man.

July 24—Wednesday. Rode up the St Croix about 7 miles on the St Stephen side to William Vance Esq's. Dined with him and crossed the river into No 6 and preached in his barn a discourse to above 50 people belonging to No 6 & 7 excepting a few from Calis and some carpenters and other laborers in the employ of Esq Vance. Text Prov 23, 7. In No 6† & 7 there are 18 families consisting of about a hundred persons, old and young. They are destitute of meetings schools and books. Esq Vance informs me that there are not more than four or five bibles in both townships. There are besides the bibles a few testaments and mutilated bibles. . . . I had promised Esq Vance a few days before the lecture that I would come and preach, and he sent information to all the families in both townships. In the two families furthest up the river and farthest from the place of meeting, there are three women, all of whom are barefoot because they have no shoes. After they were invited to attend the meeting, said if Esq Vance had sent them some shoes they would have come. . . .

* Rev. Duncan McColl, of St. Stephen, states in his diary for 1811, as reported in Knowlton's History of Calais, that "the people at Calais have employed Rev. Mr. Abbot a Congregationalist to preach for them."

† No. 6 was incorporated in 1825, and called Baring, and No. 7 "Alexander," in 1835. These were included in the Bingham purchase, and were so named for Alexander Baring, one of the Bingham heirs, who afterward became Lord Ashburton.

A number of pages are taken up with accounts of several schools in Calais, which Mr. Abbot visited with Mr. Jones Dyer and Captain Downes, selectmen of the town, giving statistics of attendance, school-books, etc.

July 27 — Saturday P.M. Came from Calis to Robbinston on horseback. Road so poor that by far the greater part of the way two horses cannot go abreast. The distance is said to be about 12 miles. From Mr Pettygroves in Calis to General Brewers in Robbinston it is said to be $7\frac{1}{2}$ miles, and there is no family between and excepting a peice of two or three acres on which the trees are lately cut down, both sides of the path are covered with trees of the original growth.

July 28 — LORDS day. Preached at Robbinston in the meeting house two discourses John 15th 24th. Seven gentlemen and ladies had come from Calis to attend the meeting, and several persons from No 1 township. The whole assembly consisting of about 200 souls.

July 29th. Visited the house of Mr Stanhope and conversed with Mrs S., Mr S. not at home. Visited also Mrs Boyes who is a serious woman & an Episcopalian. Visited also Mrs Malona & her daughter Mrs Ball, whose husband * is under sentence of death. Both of the women appear serious, and find comfort in prayer. Visited Mr Stickneys family. Mr S is a Methodist apparently a serious man. He had his house burnt not long ago, and with his house almost all his household furniture, and his Bible and some other good books. He has nine children seven of which he hopes will go to school next winter; six of them must read in the spelling book, and they have but one copy. Thursday Aug 1st. Preached a lecture at Mr Ziba Boyden's. His wife's mother is an aged woman unable to attend meeting at the meeting-house, which is six miles distant, and the road very bad. About 25 people attended the meeting. Text Luke 23 — 43. Mess Bugbee, Vose and Balkam accompanied me to the lecture. . .

Friday August 2d. Left Robbinston to go to Dennysville, in

* Ebenezer Ball was executed at Castine, Oct. 31, 1811, for shooting John T. Downes on the 28th of January, same year, in the lower part of Calais, while the latter was undertaking to arrest him for being engaged in manufacturing counterfeit money.

company with the post. Arrived at Penmaquan at 3 o'clock P.M. Judge Lincoln had requested me to be at that place if possible in season to attend the funeral of a Mrs Wilder,* mother to a considerable part of the town. But the relations not expecting me had sent to Eastport, and invited a Mr Clarke a Baptist candidate to come and preach on the occasion. When I arrived Mr Clarke had almost concluded his discourse. I was well pleased at being thus relieved from preaching at that time, as I was



LINCOLN HOUSE, DENNYVILLE, BUILT 1787.

fatigued with a hurried ride over broken bridges, rocks, roots, mud and mire so deep that the horse could scarcely get along, for [as he writes to a correspondent] "the road from Robbinston to Dennyville is worse than I ever saw or you ever heard of before." I walked to the grave with Mr Clarke and after the funeral conversed a little with the aged widower, almost heart

* My great-grandmother. Her husband, Captain Theophilus Wilder, was one of the pioneers of the town, being a passenger on the sloop "Sally," the "Mayflower" of the Hingham Denny River emigration, arriving May 18, 1786. He served in the Revolutionary War, and commanded the Hingham Company at Saratoga at the time of Burgoyne's surrender.

broken at the loss of his wife and the mother of his children. I accompanied Judge Theodore Lincoln* to his home. [In a letter written the same evening he says]: I am now at the house of Judge Lincoln. I arrived this afternoon at this mansion, far famed for its hospitality and am hospitably received. . . . I see a Goliath before me, and I feel much less than David. Here is a whole county, and I believe not more than one settled minister in it. Here are many families, who have no bibles and can attend no meeting. Here are many children who can attend no school, and have no books. Here are many christians, who have no ordinances; *many* sinners who have no GOD.

† Dennyville (or No 2 as it is not incorporated) consists of three settlements considerably distinct from each other. One settle-



DENNY'S RIVER SCHOOL-HOUSE.

ment in which Judge Lincoln lives is on the northern shore of Denny's River at the head of the tide and the falls. Here they have lately erected a new building large enough to accommodate conveniently two hundred people, assembled for religious worship, and it is made so warm ‡ by having the walls filled with bricks that it is very convenient for a school house. Another settle-

ment is on the Pennamaquan river § principally on the western shore. The people are principally good farmers, and raise good crops of wheat, rye, oats, potatoes, grass and an abundance of garden sauce. They live as well as the majority of the farmers in the old towns of Massachusetts. This settlement is not compact, but extended about five miles. It is about 6 miles from Denny's River. The third is about what is called Youngs Cove; this is on the northern and eastern shore

* Judge Theodore Lincoln was, like Mr. Abbot, a Harvard man, being a graduate in 1784. His house built in 1787, the first two-story house in this part of the State, is still standing unchanged, in excellent preservation.

† Dennyville was incorporated 1818.

‡ It was not then considered necessary to have meeting-houses warmed.

§ In 1832, Pennamaquan and the adjoining section, being the larger part of the area of the township, were set off, and incorporated with the name of Pembroke.

of the bay into which Dennys River empties, and is on the western side of the point of land on which is the Penamaquan settlement and distant 2 or 3 miles.

Saturday August 3.—Attended the conference at Penmaquan. This conference is attended once a month. Few attend it except such as have made a public profession of religion, or hope they are experimentally acquainted with it. There are in this town two churches, one of Congregational and the other of Baptist denominations. Persons in the neighboring townships 1, 10, 3 and Robbinston belong to these churches. The Baptist church is largest. All the members of both churches that can attend meet in this conference and in a harmonious manner converse on the importance of religion, on the state of their own minds, and on the nature and evidences of true religion.

LORDS day August 4. Preached at Dennys River in the new meeting house, about 200 attended. 2 persons came from Robbinston 12 miles, a few from No 3, 12 miles or more, one from No 9 10 miles, several from No 10 & from Penamaquan many. Texts Matthew 5, 3, Proverbs 23, 7. Before the close of the afternoon service there was a collection for the society of \$4.60.—Monday August 5.—Visited the family of Mr. William Kilby* a worthy pious man. Tuesday, sick. Wednesday visited Mr Runnels, Mr Eastman, and Mr Wilder. Thursday—visited Esq Hobart in No 10,* and dined with Capt John Crane in No 9,* went with him his family and others in a boat about two miles to No 12.† Preached a lecture in the house of Mr Abijah Crane to about 35 people. The people almost all in the neighborhood attend, and were very thankful for the opportunity to hear preaching. Returned to Dennysville. Mr Kilby accompanied me to day.—Friday visited the family of Mr Lippingcott. Mr L is a quaker and was not at home. Mrs L was baptized in infancy, was well educated, and seems now to be in some measure awakened. She thinks favorably of quakerism but is not settled in opinion. I visited also Mr Benjamin Jones in No 10. He appears to be a

* William Kilby and Isaac Hobart, my two grandfathers.

† No. 9, Trescott, incorporated 1827; No. 10, Edmands, 1828; and No. 12, Whiting, 1825.

christian, a man of naturally superior abilities, and has acquired much information.

Saturday went to Penmaquan, lodged with Mr Warren Gardner who is a Baptist and I trust an experimental christian. LORDS day August 11th, preached at Mr Gardners two sermons. The assembly as last LORDS day was composed of Baptists and Congregationalists. The morning was rainy and the tide not favorable for people coming by water so that not so many attended as did attend at Dennys River. Collection taken for the society * \$5.45. After meeting I went to Mr Bela Wilders to pass the night. Mr Theophilus Wilder and his wife came in to spend the evening. . . . Monday Mr Theophilus Wilder accompanied me to West cove. I preached a lecture at the house of Mr James Mahar. About 35 persons were present. The meeting was very solemn. Among my hearers were Sabbath breakers, swearers, &c. Many seemed to be affected and every one seemed to be looking at himself. I was enabled to speak and to pray with much freedom and tenderness. Congregationalists, Baptists and Catholics thanked me, and appeared very grateful to the society for affording them the opportunity to hear a discourse. Most of the families of this settlement are very poor, they have never had a school among them, and very seldom any preaching. They live 4 or 5 miles from the places where the private meetings are usually held at Penamaquan, and much farther from the meetings at Dennys River. After lecture I returned to Judge Lincolns, but could not get there without returning a distance of about 6 miles to Mr Wilder's whence it was more than 6 miles to Judge L's, and the road was so bad I did not arrive until 9 o'clock in the evening. . . .

Tuesday Aug 13.—Catechised the children in the meeting house at Dennys River. About 25 attended. . . . Visited a Mr Presson a member of the Congregational church in this place. Wednesday Aug 14.—Preached a lecture in the meeting house at Dennys River. About seventy five people assembled and gave serious attention. Thursday Aug 15 came from Dennysville to Robbinston. Friday and Saturday, called on his Excellency

* The missionary society that sent Mr. Abbot.

E. H. Robbins* & was employed in writing for the Sabbath. During my absence there has been considerable improvements made in the meeting house in this town. The house is now painted; a new pulpit and new pews have been made. . . .

Tuesday August 20 went to No 1 accompanied by Mr. Daniel Bugbee. Preached in the house of Mr Swett. The audience was small. It is said that considerable hay was down, and that as it was uncommonly good hay weather they could not leave it. About 25 persons attended. . . . The people were very serious and thanked me. I visited a school taught by Miss Mary Bond in the house of Mr William Bugbee. 15 children attended. . . . Visited Mr Job Johnsons, Mr Morrisons, and called on Mr Robert Cooper; not at home. Sabbath 25th went on horseback to Calis and preached in a hall belonging to Capt Downes. In the morning about 60 were present and in the afternoon about 100 and perhaps more. People were attentive. Aged and hardened sinners seemed to listen as those who must give account, passed the night at Stephen Brewer Esq^s. Monday Aug 26, visited the family of Mr Francis Pettygrove and examined the school in Dist. No 4 in his house 15 children attend, 9 present . . . passed the night at Mr Samuel Darling's. Tuesday 27th, visited the family of Mr Paul Knight & examined school Dist No 3, 26 were present. In the afternoon preached a lecture in the school house. I passed the night with Mr Paul Knight. Mrs Knight has borne him 18 children all living except one who died in the 17th year. Among the children are three pairs of twins.† Passed the night of the 28th with the family of Esq Pike.

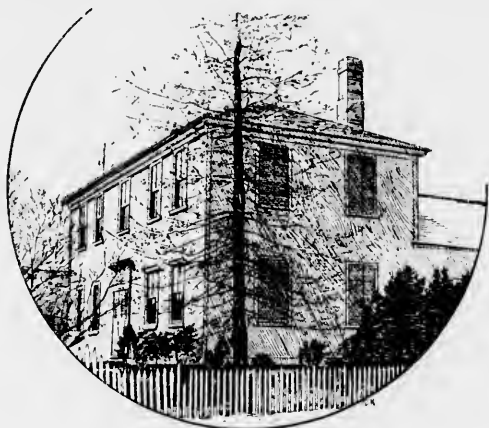
Monday Sept 2. Went from Robbinston to No 3.‡ Rode to Mr Boyden's on horseback, and crossed a part of Boyden's Lake in a birch canoe. Then my guide Mr Ebenezer Fisher carried the canoe on his back about a half a mile. Thence we descended the stream that leads from Boydens Lake to Penmaquan Lake, and crossed the lake to the mouth of Round Pond stream. Then

* Hon. Edw. H. Robbins of Milton, former lieutenant governor of the Commonwealth, the principal proprietor of the township.

† I am told that on a single occasion the father, mother, and eighteen children sat at the table together.

‡ Incorporated in 1825 as Charlotte.

we poled up this stream into Round Pond and landed at Mr Daniel Fisher's. There are now 9 families in No 3 — 67 persons, and 32 children of a proper age to attend school. They have no school books and have never had any school in town. It is three years since the commencement of the settlement . . . On Tuesday I visited the family of Mr Abiah Damon and preached a lecture in his house to about 40 people, also visited the family of Mr John Bridges and Mr Trusdale. Sept. 4, I visited Mr. Greenlaw's family, took breakfast with him and returned to Robbinston.— My



WESTON HOUSE, EASTPORT, BUILT 1810.

mission is now closed. It was eight weeks yesterday since I arrived at General Brewer's Robbinston.

Here closes Mr. Abbot's first journal, and what follows is taken from his private letters, written at the time, and other minutes. He was engaged by the Congregationalists of Eastport to preach for them. While here, made his home with J. D. Weston, Esq., who was graduated from Harvard four years in advance of him; and the subscription list in Mr. Sabine's article preceding this gives the names of the

principal supporters of the movement. Sept. 19, 1811, he writes:—

There are lying east of Machias in a body four incorporated and fourteen unincorporated townships, covering a country about 47 miles long 20 broad, containing between 3 and 4000 people, all of whom are as sheep having no shepherd. In all this region there is at present no person who preaches except myself. How can I leave them alone? Few of them are acquainted with religion; many are very ignorant very thoughtless and very wicked. Yet in the incorporated townships, there is as large a proportion of people of taste and fashion as in any seaport in New England. . . .

There is in this town considerable superstition among some aged people. . . . Though they are ignorant, I believe them pious, and therefore am grieved for them. Their prejudices I believe have been strengthened by the preaching of a Mr Murphy who deceased a little before I came to this town. Mr Murphy taught that a man ought never to know his text before he entered the meeting house; then he said if the preacher was sent by God he would be taught what to say. Two aged men who had imbibed this sentiment were grieved at my using notes and did not attend in the afternoon. . . . Those who are opposed to preaching with notes, are also opposed to having a bass viol in the meeting house. . . .

Among his papers is preserved the following letter:—

ROBBINSON Sept. 12th 1811.

Dear Sir,—It would be agreeable to the Field officers of the 3d Reg^t if you could make it convenient to attend the Review at Eastport on Tuesday next. Gen^l Brewer has written me on the subject and requested that I should present his compliments, representing that we shall probably be destitute of a chaplain. A conveyance shall be provided from this place either on Monday or Tuesday morning.

With esteem

I am yours

JOHN BALKAM.

MR E ABBOT.

Mr. Abbot performed chaplain's duty on the day of muster. The regiment was commanded by Lieutenant-colonel Oliver Shead, and John Balkam and Joseph Whitney were majors. Mr. Abbot had not been ordained, and expressed regrets at his inability to administer the ordinances. President Appleton was writing and urging him to accept the position of tutor at Bowdoin College, but he decided to remain at his post in Passamaquoddy.

He writes from Robbinston, November 4: —

Mr Jotham Sewall is on a mission in this region and is expected to preach a lecture in this town on Wednesday evening. I hope for the pleasure of seeing him before I go to Eastport. I consider him, under God, the father of almost all the religion in this [part of the] country. Nov. 24. Agreeably to arrangements with Mr Sewall I went to Robbinston and was present at the establishment of a church there. Mrs Jones, Mrs French's sister, with five other persons (two men and three women) constituted the new church. Dec. 2. The winter on many accounts is the best season to missionate in new places. In the summer roads are bad, and it is difficult getting from town to town, and difficult for people to come together; but the snow which covers up the mud, and makes rough places smooth, removes all these difficulties, and sleds and sleighs will bring people together.

Dec 28.— The meeting house * in this town is at a distance, and is a cold and uncomfortable place in the winter, and no meeting is held in it. It is unfinished has no fire and is little larger than the school house in which I preach. Mr. Clarke preaches in the upper part of a large house. Dec 29.— The people in this region are liberal of their property; their minister will never want temporal things so much as they do spiritual.

He makes frequent reference to Mr. Clark, the Baptist minister; and they attended each other's services.

* The meeting-house referred to was the old Moose Island meeting-house, which stood at the turn of the road, up island, until the British afterward moved it to the head of Boynton Street; and the school-house in which he preached was the "Old South."

Feb'y 1, 1812. Mr Mory informed me that he had promised money and material for building a meeting house (Feb'y 7). The heads of a considerable part of the families of my society sailed up to Robbinston in the New Packet on a party of pleasure, ex-



HOBART HOUSE, LITTLE FALLS, EDMANDS, BUILT 1806.

pecting to return on Saturday, but the storm and contrary wind prevented their returning before the afternoon of the Sabbath. As so many of the society were absent, instead of preaching I went to hear Mr Clarke. Feb'y 10—Went to Dennysville with Judge Lincoln. 12—visited Capt Hobart proprietor of Plantation No 10. He is a Baptist. He treated me hospitably and I

passed the night with him. He has Fuller's Dialogues on Depravity. . . . This subject with Antinomianism afforded abundant matter for conversation. I spoke what I think is the truth plainly, and I hope God will make it effectual for good. While at Judge Lincoln's I tried hard to make the judge believe. . . . But he seems to be one of Dr Ware's* men (He is you know from Hingham). He was really very kind to me. His wife is a superior woman. . . . Feby 15—Visited the school at Dennys River taught by Miss De Wolfe.†

March 17th—I took tea at Mr Prince's.‡ . . . I think he is a truly good man. . . . I trust he will be persuaded to join in establishing a church and that he will be a blessing to this place. Mar 18—Took tea with Capt Brooks who commands the E P Packet. Mrs Brooks is daughter of Rev Mr Webster of Biddeford. . . . After tea passed the night at Mr Seward Bucknam's. . . . It is now very probable that my society will have a good meeting house 50 by 60 feet completed by next fall. Capt Hovey of Machias has contracted with some of the gentlemen of my society to build the house. . . . I expect that the pulpit will be at one end, and that there will be a vestry under the belfry. . . . Mrs. Weston who is very Orthodox, or highly Calvinistic in sentiment, has several times said she was afraid I was so plain that I should offend. Yet I do not know that I have offended in conversation or preaching, one of my people, and the Baptists generally treat me with much kindness. . . . April 18th. . . . The land for a meeting house here is purchased and forty of the pews are sold, and all the obligations for building it are signed. . . .

Besides names already mentioned, among others upon whom he called were Messrs. Dana, Shead, Garland, Benjamin Bucknam, Drs. Balch and Baxter, Steele, Cheney, Chase, Wood, Baker, Webster, Cary, Hayden, and Judge Burgin.

* Rev. Henry Ware, D.D., was a classmate of Judge Lincoln at college. His appointment a few years before as Hollis Professor of Divinity at Harvard, against the indignant protest of the orthodox or evangelical wing of the Congregational body, may be said to have been a prominent cause of the establishment of the new Theological School at Andover, with its sharply defined creed.

† Afterward Mrs. John Webster.

‡ Afterward Deacon Ezekiel Prince.

The journal of Mr. Abbot's second mission begins March 21, 1812:—

Went from Eastport to Dennysville, called on the family of Mr. Moses Lincoln in Township No 1, conversed with him on religion and conversed with Mr Zenas Wilders family in Dennysville. Passed the night at Judge Lincolns. March 22—Preached in Dennysville two sermons. After meeting went to B R Jones Esq's, conversed with him, and catechised his children. Mr Jones is desirous of joining the Congregational church in Dennysville, but he has doubts. Passed the evening and night with Mr Kilby. Mrs Kilby and her daughter Mary appear to be worthy of joining this church of which Mr Kilby is already a member.

March 23d. Went to Eastport to get a horse & sleigh and some books for distribution: called on the families of Dr Balch, Capt Brooks, Mrs Robbins. Mr Steele and Mr Olm-

stead. . . Mar 24—went to Robbinston & 25th to Calis: called on the families of Mess Downes, Pike, George Knights and Jones Dyer. March 26—Dined at Mr Days in Township No 6, called on the families of the Mess Scott. In No 7 called on Mr Eli Sprague. In No 17† or Poke Moonshine called at Mr Browns. Preached a lecture at Mr Elisha Grants and lodged with him. There are but four families in No 17 & 29 people. 19 are children and only three of them know the alphabet.

After giving the names of people to whom he distributed books, he writes:—

There is now a bible in every family in Townships Nos 6, 7 & 17, and the children are well supplied with school books.

• William Kilby was appointed postmaster in the year 1800, when the mail arrived once a fortnight, brought through the woods by a man on foot; and at first the office income was at the rate of little over five dollars a year. He was succeeded by his sons and grandsons, and the office remained in the family eighty-six years.

† No. 17 incorporated in 1832 as Princeton.



KILBY HOUSE AND EARLY DENNYS RIVER
POST-OFFICE.*

March 29—Preached two sermons at Mr Day's. 30th, visited in No 6 Mr Boyd, and Mr Solomon Perkins's family, came to No 3, visited Mr David Fisher and Mr Warren Gardiner. (31) went to Penamaquan, visited Mr Samuel Leighton and Capt Hardy. Went to Dennysville, put up at Judge Lincoln's and visited Mr Mahew. April 1,—visited the families of Mess Bosworth, Presson, Benner, Wilder & Kilby & preached a lecture in the schoolhouse in Dennys River.—April 2—visited Mr Zadock Hersey's family on the east side of Penamaquan. Preached a lecture at Mr Isaiah Hersey's* in the afternoon, & in the even-



CONGREGATIONAL CHURCH AND PUBLIC BUILDING, CONTAINING SCHOOL-ROOMS AND TOWN HALL, BUILT ON THE HILL IN DENNYSVILLE, WHERE THE SCHOOL-HOUSE THEN STOOD.

ing at Mr Warren Gardiner Jr's, on the West Side. April 3—visited Ox Cove, Mr Joseph Bridges, Abraham Bridges, & John Carter, and preached a lecture at Mr Solomon Cushings. April 7th—At Eastport received \$20.00 worth of books from my friends for distribution. Engaged Miss Deborah Crosby to teach a school, and carried her with me in my sleigh to Penamaquan. . . . April 10—came to Eastport to exchange my sleigh for a saddle & to take more books for distribution. April—Left Eastport for Robbinston. In township No 1 lodged at the house of Mr Peter Loring. 12—Preached two sermons in the meeting house at Robbinston and put up with Tho^s Vose Esq. 14—preached a

* Isaiah Hersey, my great-grandfather.

lecture at Mr Job Johnson's. 19— Preached two sermons in the house of Mr John Leighton in No 1. 60 people attended. 21— Visited three families and preached a lecture in the house of Mr Nathaniel Stoddard. . . .

April 25th. Came to Lubec with Major Trescott. Called on the widow of Dr John L B Green. Dr Green was drowned yesterday about 4 o'clock P.M. He with 3 other persons was in a boat loaded with salt, there was considerable wind which occasioned a chop where it opposed the tide. In passing one of these chops which was near Roger's Island the boat filled & sunk. Two of the men took hold of each others hand across the bomb [boom] and supported themselves until men came to their relief from Rice's Island. Dr Green and Mr Daniel Small Jr swam towards Rogers Island, and before the boat could come to them they sank. Dr Green was about 28 years old, a skilful physician, & was doing considerable business as a merchant in company with Mr Page of Beverly. Dr Green has left a widow & three children.* Mr Small was an industrious young man and has left a widow & three children.

April 26— LORDS day. Preached two discourses in the school-house. Visited Mrs Green in the morning, and after meeting visited Mrs Allan, widow of the late Col John Allan who during the Revolutionary War was at the head of the Indian department in this region. Col Allan died in 1805, since which two of his sons have been drowned, one of them a very promising young man. . . . The mother appears to be a pious woman, and two maiden daughters and daughter in law are very amiable and accomplished women. April 27— I have passed two nights with Major Trescott.

April 29— Set out from Capt Yeaton's to ride to that part of this town which is called South Bay. But when I entered the woods I found the road so bad that I could not ride with so much ease or safety as I could walk. I therefore sent back the horse and walked about three miles & a half thro the mud and ice. Some places there was snow and ice a foot deep, in others the ice

* Dr. Green's name is preserved in Green Street, Eastport. Mrs. Green was afterward Mrs. Solomon Rice; and the three little girls grew up and became Mrs. Lorenzo Sabine, Mrs. William D. Dana, and Mrs. James H. Andrews.

was so thin and hollow as to break & let me down on the mud. In consequence of the badness of the road I did not arrive at the place where I had appointed a lecture, so soon by half an hour as the time had been appointed. Almost all the people in the neighborhood were assembled & I immediately preached to them. There had been no preaching for three years before. I distributed primers and spelling books.

April 30th, walked four miles through the mud to what is called Bailey's Mistake, called on three families and preached a lecture at Mr Theodore Tucker's house . . . after lecture walked a little more than a mile to what is called Haycocks harbour & put up in the family of Mr Josiah Tucker. . . . May 1 — took breakfast with Mr Mark Wiggins, returned to Bailey's Mistake and South Bay. Dined with Mr Samuel Small & preached a lecture at Mr Collis. A very general attendance of men women & children & a solemn meeting. Put up at Mr Davis.

May 2d — Took breakfast with Mr Eaton's family and walked about 3 miles to Johnson's Bay. Visited eight families and preached a lecture at Capt Morton's. May 3d — Called on Mr Jonathan Reynolds who accompanied me to Capt Ramsdell's. . . . Preached twice in the school house, took tea with Widow Mary Cutts Allan & put up with Mr Jonathan Reynolds. May 4 — Before breakfast went to Eastport, and bought two doz spelling books at first cost of Mr Hayden. Went to Dudley Island, dined at Mr Allan's, and left the books which I had directed to Johnson's Cove and the light house. Thence I went to Seward's Neck & called on Capt Ramsdell. . . . From there I came with Mr Isaac Crane thro Cobscook Falls to Capt John Crane's where we took tea, and with Mr Isaac Crane to his house in No 12 commonly called Orangetown where I put up for the night.

May 5 — Preached a lecture at the house of Mr Abijah Crane in the forenoon. The people who could attend listened with very solemn attention. There has been a cold storm of rain and snow through the day so some of the women could not attend. . . . Visited Mr Horatio Gates Allan's family Mr Samuel Wheelers & Mr Saunders' family. Visited the family of Mr Mark Allan. He was at meeting, but could not be at home when I called. Mrs Allan appears to be a pious woman, and anxious to bring up her children in the nurture and admonition of the Lord.

May 6—Visited Capt John Crane's family and Mr William Bell's. In consequence of the winds blowing very strong I was obliged to walk from Mr Abijah Crane's here, a distance of two miles. I had appointed a meeting at Mr Hatevil Leighton Jrs. The wind continuing so strong that I could not go by water, I continued to walk visiting two families in No 10 and put up at Mr Nathaniel Cox's, much fatigued and unwell, having walked eight miles in a very bad road. May 7th—Mr Cox set me across Cobscook bay to Crow's neck No 9 . . . hence Mr Nathaniel Huckings carried me across the head of Strait bay about two miles to Denbo's Point, and I walked a mile and a half and preached a lecture at Mr Hatevil Leighton Jrs. There are in this neighborhood a number of Roman Catholics, and yesterday when I was expected to preach several of these assembled to hear me. . . . After lecture two young men set me across the head of South Bay to Mr Clement Hucking's, and having walked about two miles I put up at Capt Ramsdells. There were very few bibles or testaments in this region, Lubec Nos 9 & 10 and that part of No 12 called Orangetown, before I sent them. I have distributed 97 bibles, 76 testaments, 74 spelling books, 36 primers and a few psalm books, sermon books, and other religious books & tracts. I have made careful inquiry and know of but one family that has not an entire copy of the bible. The head of that family says he has part of a bible and is able to buy a new one when he has opportunity.

May 8th—came to Eastport then made another visit to Robbinston & Calis and returned to Eastport by St Andrews packet. May 15 went to Lubeck & attended the funeral of Capt Hopli Yeaton.* He was 73 years old, had been failing for several years. His death was sudden and at the time unexpected. He had been a Captain in the naval service of the United States. He had a high sense of honor in the discharge of every duty due to his country & was buried under the flag of the US.

* Captain Hopley Yeaton was commander of the first revenue cutter on the Passamaquoddy station. I have heard Mrs. Yeaton described as a stately lady by one who knew her in old age, and been told that while the family was living at Portsmouth, N.H., in 1789, when President Washington visited the town, she was one of his partners at the ball given in his honor.

Here Mr. Abbot's journal closes. The Massachusetts Bible Society had supplied him with two hundred and sixteen Bibles and one hundred and sixty Testaments, and his friends at Andover and Boston had sent him about one hundred dollars' worth of religious and school books. Full lists are given of those to whom these were distributed, which show many names still familiar in the region. In one place, it is recorded, "Gave Benjamin Leavitt a testament." Benjamin must have been a stout boy at that time. May 25, he left in the Eastport packet "Expedition," Captain Brooks (a vessel which was captured by the British in the war that followed), and arrived at Boston two days later.

In summing up the results of his missionary labors, Mr. Abbot writes,—

I have always considered it a very happy circumstance that I distributed so many books there at that time, for war was declared against Great Britain immediately after the close of my mission; and if I had not distributed here the religious and school books both parents and children would have suffered much for the want of them.

The breaking out of the war not only prevented the building of a Congregational meeting-house at Eastport, but made it necessary for Mr. Abbot to turn his attention in other directions. The following year, Oct. 26, 1813, he was ordained and installed pastor of the Congregational church at Greenland, N.H., where he remained fifteen years. In 1815, he made a visit to his old missionary field at Passamaquoddy, and was cordially welcomed by his numerous friends. In 1823, he became principal of the academy at Westford, Mass., in which position he continued nine years, and during a portion of the time and afterward was pastor of the Unitarian church at that place. The compiler of this volume was, during one season, his pupil at the academy

and a member of his household, and retains most pleasant memories of that happy year. Mr. Abbot was a competent land surveyor, served as a magistrate, represented the town in the General Court of Massachusetts, and was always an earnest and influential citizen. He died at Westford, July 2, 1870, aged ninety years, nine months, twenty-three days.



The above represents an old-time Eastport truck. Most famous and best known among the teamsters of those days was Josiah Chubbuck; but, as the infirmities of age began to tell upon him, he was obliged to give up his truck-horse and take to wood-horse and saw; and by and by even this resource failed him, and he drifted to the poorhouse, where he died. There was, among the town's people who had long known him, a kindly feeling toward the poor old truckman; and on the day of his funeral a goodly number assembled to pay their last tribute of respect to his memory. As the group was standing looking toward, they saw coming out a singular cortège, composed of all the truck teams in town, nearly a score in number; and, with this addition, the procession, which moved on to the cemetery with slow and solemn tread, stretched out to an unusual length. Then it was remembered what was not known by those who prompted the arrangement, — that it was only the fulfilment of the old teamster's own prophecy. He was continually boasting of the number of his friends; and once, when irritated by a close-fisted bachelor, who was one of the town's assessors, he retorted: "Perez B., now you stop! I've got more friends in town than you have; and, when I die, I'll have a longer funeral."

CHAPTER X.

EASTPORT CHURCHES.

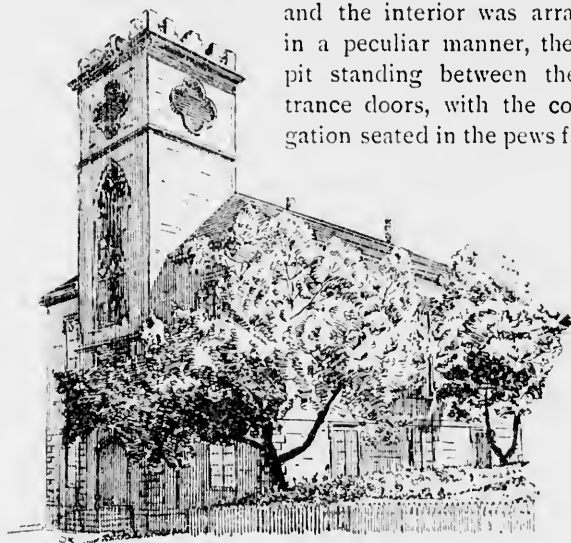
WASHINGTON STREET BAPTIST CHURCH.

AS HAS been related in preceding chapters, a meeting-house was built on Moose Island as early as 1794; but several years elapsed before any permanent religious organization was effected. Services were conducted in the meeting-house from time to time by itinerants, who were mostly Baptists; and in July, 1801, Elder Edward Manning baptized over thirty persons. At length, on the eighth day of August, 1802,* the church now known as the Washington Street Baptist Church was instituted by Rev. James Murphy, who became pastor, assisted by Rev. Elijah Brooks, of New Brunswick. Aaron Hayden was the first deacon. The church at the beginning consisted of fifty-seven persons, widely scattered about the vicinity and neighboring islands, some as far away as Pennamaquan, who soon after withdrew and formed a church at home; and several years later others established a church at Lubec. At first, the up island meeting-house was occupied. After the South School-house was built, services were held there; and later the society worshipped in a room above a store on Water Street. The breaking out of the War of 1812 interrupted plans for build-

*Mr. Weston fixes the date of the organization of this church as 1798; but among the Sabine papers is a sketch written in 1848 by Rev. Kendall Brooks, Jr., pastor at the time, which makes the year 1802, and is doubtless correct. It is not only the earliest religious organization in town, but the oldest in the county east of Machias. The Eastern Lodge of Masons, instituted August 11, 1801, is the oldest organization in the Passamaquoddy region except the town of Eastport.

ing a meeting-house; but services were continued with considerable regularity during the British occupation, and, after the departure of their forces, the work was taken up again. The meeting-house on High Street was dedicated Nov. 12, 1820, the pastor, Rev. Henry J. Ripley, preaching the sermon. This house was plainly built, without tower or steeple;

and the interior was arranged in a peculiar manner, the pulpit standing between the entrance doors, with the congregation seated in the pews facing



WASHINGTON STREET BAPTIST CHURCH.

that way. In 1837, when under the pastoral care of Rev. John B. Hague, the new house of worship was built on Washington Street, and dedicated Dec. 13, 1837, Rev. James Huckins of Calais preaching the sermon. In 1818, Samuel Wheeler was appointed deacon. Both he and Deacon Hayden continued in service until their decease; and their sons, Charles H. Hayden and Loring F. Wheeler, were their immediate successors.

For many years, the prayer and conference meetings of the church were held in the Hayden School-house, on the ledge at the top of Boynton Hill. Afterward, a commodious vestry was built on Green Street. Recently, the church building has been raised, and in the basement spacious and convenient vestry, parlor, library, and other rooms arranged, giving the parish its needed equipment all under one roof; and the former vestry is now the armory of the Frontier Guards. Although the society had been in existence for so many years under the Commonwealth of Massachusetts, it was not until the separation of the State of Maine that steps were taken to secure a legal organization; and on the 15th of June, 1820, the petition of Aaron Hayden and seven others was presented to the Maine legislature for the incorporation of the "First Baptist Church and Society in Eastport." The prayer of the petition was granted and organization completed Aug. 28, 1821. Bequests amounting to \$1,000 have been received from the estate of Deacon Samuel Stevens.

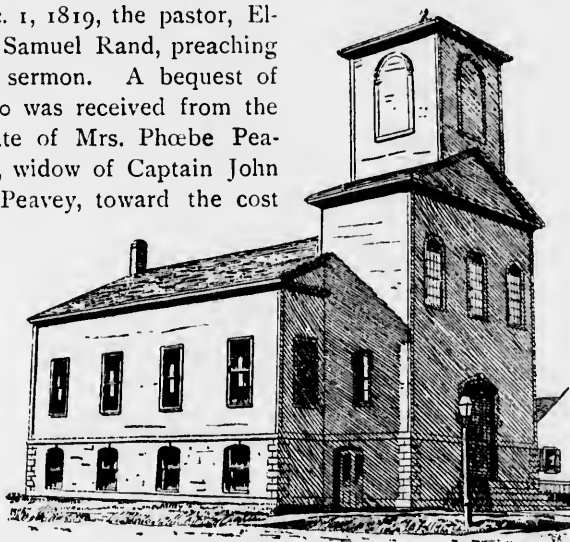
Organization in 1888.

Pastor, Rev. A. J. Hughes.
Deacons, John S. Pearce, Samuel Campbell, Harvey
Bishop, T. C. Adams.
Church clerk, Horace Wilder.
Parish clerk, Simon Stevens.
Treasurer, T. C. Adams.
Collector, B. A. Gardner.
Trustees, P. M. Kane, T. C. Adams, John McGregor.
Sunday-school superintendent, E. S. Kinney.

NORTH CHRISTIAN CHURCH.

In Weston's History, it is stated that the church then known as the North Baptist was organized April 13, 1816. At first, services were held in the Old South School-house,

where other religious societies met before and afterward. It was also frequently called the Free-will Baptist, to distinguish it from the older or Calvinist Baptist church. Though the second in order of time, it was the first in town to complete its house of worship, built at the head of Washington Street, which was dedicated Dec. 1, 1819, the pastor, Elder Samuel Rand, preaching the sermon. A bequest of \$500 was received from the estate of Mrs. Phæbe Peavey, widow of Captain John N. Peavey, toward the cost



NORTH CHRISTIAN CHURCH.

of the building. John Burgin, Charles Peavey, and Jerry Burgin formed the building committee. A peculiarity of the internal arrangement is remembered. Instead of placing the heating apparatus on the floor, or beneath it, as is now the custom, the stoves were hung in mid-air, attached to the columns which support the roof; and the sexton was obliged to mount some steps to make or replenish the fires.

The society was incorporated under an act of the General

Court of Massachusetts, Feb. 12, 1820, as the "First Baptist Society of Eastport." The following persons were named in the act of incorporation: Sylvanus Appleby, John Babcock, John Burgin, Jerry Burgin, Alexander Capen, Thomas Haycock, John Hinkley, John C. Lincoln, Robert Mowe, Darius Olmstead, Ethel Olmstead, Charles Peavey, John Shackford, and William Shackford. For several years, evening and prayer meetings were held in a room fitted up in the basement of Mr. Warren Hathaway's house at North End. Afterward, a vestry hall was built on Green Street, which was occupied until the church building was raised, and convenient accommodations prepared for similar purposes in the basement; and the local post of the Grand Army of the Republic now occupies the former vestry. The present denominational connection of the society is with the religious body holding the simple name of "Christians."

Organization in 1888.

Pastor, Rev. A. G. Hammond.

Deacons, George P. Andrews, John A. Capen.

Church clerk, George P. Andrews.

Sunday-school superintendent, Fremont A. Bibber.

Trustees, William Newcomb, William T. Spates, E. S. Martin.

Parish clerk, Thomas M. Bibber.

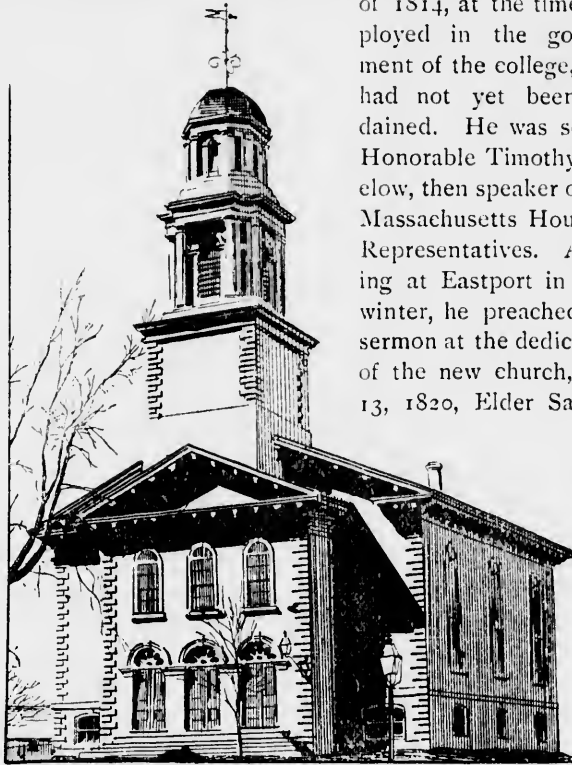
Treasurer, John Higgins.

FIRST CONGREGATIONAL (UNITARIAN) CHURCH.

In a preceding chapter, Mr. Sabine has given an account of the building of the first Congregational meeting-house. When completed and in accordance with the original agreement, a vote was taken to ascertain the preferences of the proprietors; and, though a minority wished to have a minis-

ter from the Andover Theological Seminary, by a decided majority it was voted to send to Cambridge, and President Kirkland engaged Andrew Bigelow, a graduate of the class

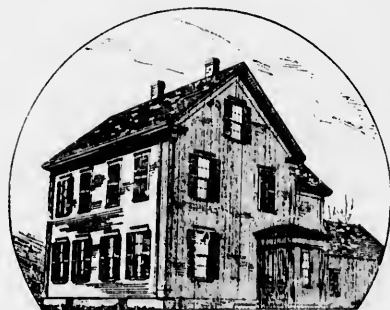
of 1814, at the time employed in the government of the college, who had not yet been ordained. He was son of Honorable Timothy Bigelow, then speaker of the Massachusetts House of Representatives. Arriving at Eastport in mid-winter, he preached the sermon at the dedication of the new church, Jan. 13, 1820, Elder Samuel



FIRST CONGREGATIONAL (UNITARIAN) CHURCH.

Rand assisting in the other services. Returning to Boston a few weeks later, he was ordained at the university chapel, President Kirkland preaching the sermon, and remained at Eastport a year longer. In those days, "the big meeting-

house," as it was frequently called, was used quite regularly for Fourth of July celebrations and other public occasions, its floor and deep side galleries giving accommodation for large crowds. A bell paid for by the town with some private contributions was hung in its steeple. During the pastorate of Rev. Edward H. Edes in 1831, the first church organ used in public worship in Eastern Maine was introduced here. The evening and social meetings of the society were held at private houses, at the Masonic Hall on Middle Street, or in



UNITARIAN PARSONAGE.

one of the school-houses under Trescott Hall, until the rebuilding of the church during the pastorate of Rev. Henry F. Edes in 1854 and 1855. While this was being done, by the hospitality of the Washington Street Baptist Society, the regular Sunday services were continued in their vestry on Green

Street. The expense of the changes in the meeting-house was about the same as the original cost of the building. The high pulpit and side galleries were removed, the floor raised, and space gained for vestry and other rooms beneath. Several years later, a convenient parsonage was built on the adjacent lot, once the parade ground of the Light Infantry and a favorite place for games of ball.

A recent bequest of the late Partmon Houghton, for many years a member of the Standing Committee and superintendent of the Sunday-school, gives the parish the sum of \$2,000, the income to be devoted to keeping in repair and ornamenting the house and grounds.

Organization in 1888.

Pastor, Rev. H. D. Catlin.

Standing Committee, George F. Wadsworth, Edward E. Shead, Noel B. Nutt, Mrs. William S. Hume, Miss Anna A. Noyes.

Clerk, George F. Wadsworth.

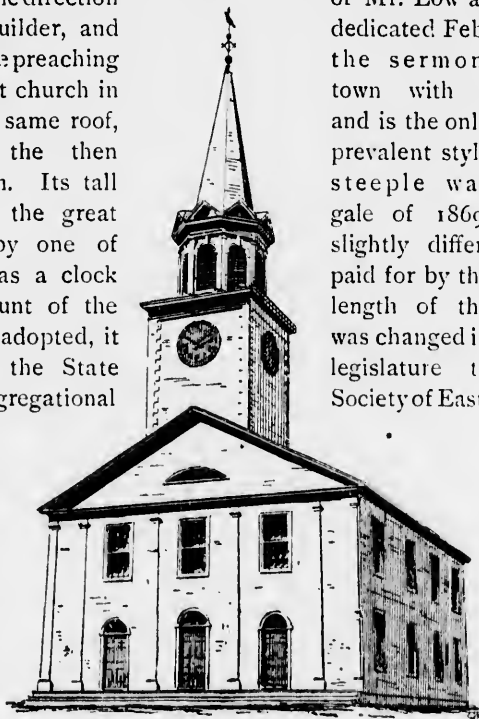
Treasurer, Henry Whelpley.

Sunday-school superintendent, Rev. H. D. Catlin.

CENTRAL CONGREGATIONAL CHURCH.

In the winter of 1819, Rev. Mighill Blood, of Bucksport, employed by a Massachusetts missionary society, came through to Eastport, and on the 8th of February instituted a church consisting of five persons, Ezekiel Prince, Samuel Starboard, Samuel Whitcomb, Jane N. Weston, and Sarah S. Whitney. The first Congregational meeting-house was then in process of construction; and it was the expectation of the members of the newly formed church that it would be connected with the society, worshipping in the new meeting-house when completed. But, when the time came, the proprietors voted to send to Cambridge for a Unitarian minister; and the connection was not made. The church, however, kept together, worshipping generally with the Baptists, and, though the numbers were reduced by death and removal, others were added by letter; and in 1825 Rev. Wakefield Gale, a graduate of Andover Theological Seminary, who had been preaching for a few Sundays for the Baptists while they were without a minister, commenced regular services in the Old South School-house, and soon gathered a congregation exceeding the capacity of that building. On the 11th of January, 1828, the society was organized under the name of the "First Evangelical Congregational Church and Society of Eastport." It was then

decided to have a new house of worship; and Ezekiel Prince, Thomas Rogers, Nathan Bucknam, Benjamin B. Leavitt, and Daniel Low were chosen a building committee. The house was built under the direction architect and builder, and 18, 1829, Mr. Gale preaching This was the first church in vestry under the same roof, one retaining the then of interior finish. Its tall blown over in the great and replaced by one of ent form. It has a clock town. On account of the name originally adopted, it 1830 by act of the State the "Central Congregational port." The first deacons chosen were Ezekiel Prince and Libbeus Bailey. Deacon Prince may be said to have founded the church and society, and was its firm and faithful friend to



CENTRAL CONGREGATIONAL CHURCH.

the end of his long life. He died July 18, 1852, aged ninety-one years. His was a marked figure in our streets,—the last of the old school,—clad in long stockings and knee breeches. Deacon George A. Peabody is now in the fiftieth year of his service in that capacity. Not long since, the

of Mr. Low as dedicated Feb. the sermon. town with a and is the only prevalent style steeple was gale of 1869, slightly differ- paid for by the length of the was changed in legislature to Society of East-

church received a bequest of \$2,000 from the estate of Miss Sarah Leavitt, and earlier in its history the sum of \$400 from Mrs. Margaret Dawson.

Organization for 1888.

Pastor, Rev. Ora A. Lewis.

Deacon, George A. Peabody.

Prudential committee, George A. Peabody, John A. Lowe, Herbert Kilby.

Clerk and treasurer, George A. Peabody.

Superintendent Sunday-school, George A. Peabody.

ROMAN CATHOLIC CHURCH.

In 1826, Rev. Charles Ffrench came here to labor as a clergyman of the Roman Catholic faith, and began to gather a society. The few Catholic churches then established in Maine were connected with the diocese of Boston, and the *Sentinel* of that time published the following report of the first visit of the bishop: "20th July, 1827, Bishop Fenwick arrived from Boston on the steamer Patent, and was escorted on the same day by Rev. Mr. French and several Indians dressed in rich costume to Pleasant Point, where he was most graciously received by that people amidst their salute from their large cannon and several discharges of musketry; and on Thursday evening, at the request of gentlemen of Eastport, he delivered in the Congregational (Unitarian) meeting-house, before a crowded and most respectable assemblage of citizens, an impressive and most eloquent discourse." Soon after, steps were taken for the erection of a chapel; and, in this undertaking, Mr. Edward Gilligan was a most efficient assistant to Father Ffrench, and a number of Protestants contributed toward the funds. The corner-stone was laid May 3, 1828; and the chapel was completed the following year. Later, a residence was built for the priest on

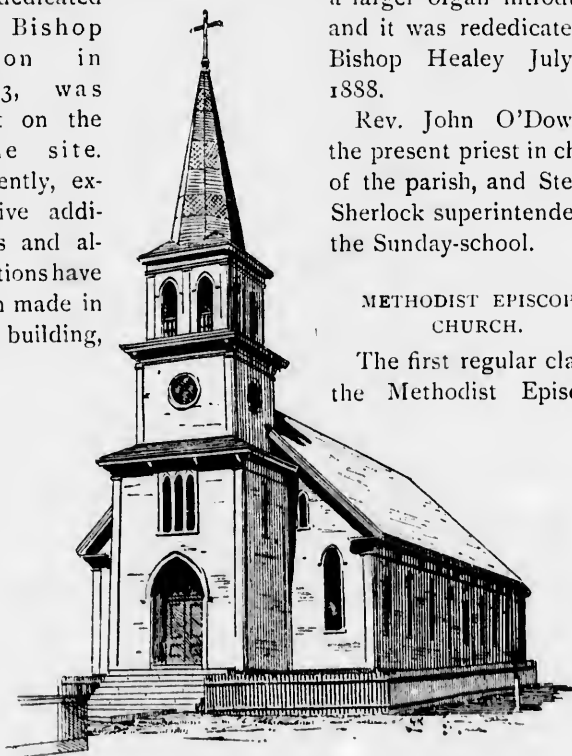
the same lot. When some years after the parish had outgrown the capacity of their house of worship, it was moved to another place; and the present St. Joseph's Church, which was dedicated by Bishop Bacon in 1873, was built on the same site. Recently, extensive additions and alterations have been made in the building,

a larger organ introduced, and it was rededicated by Bishop Healey July 17, 1888.

Rev. John O'Dowd is the present priest in charge of the parish, and Stephen Sherlock superintendent of the Sunday-school.

METHODIST EPISCOPAL
CHURCH.

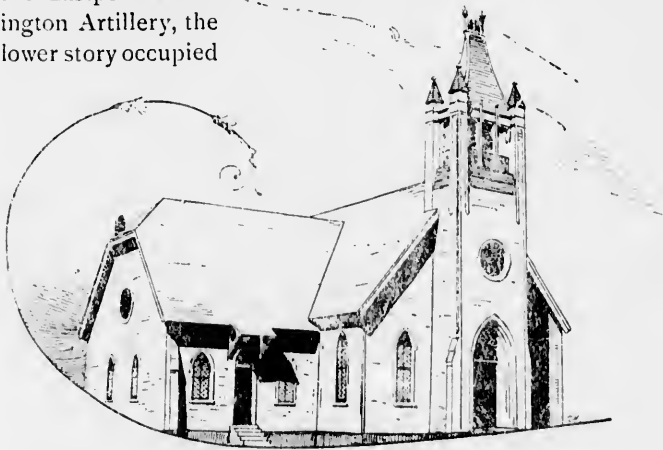
The first regular class of the Methodist Episcopal



ST. JOSEPH'S CHURCH, ROMAN CATHOLIC

Church was formed in Eastport in November, 1838, by Rev. William Brown, who was stationed at Robbinston; and the first quarterly meeting was held by Presiding Elder Rev. D. Copeland the same year. In 1839, Eastport was made a

missionary station, under charge of Rev. Isaiah McMahon, Isaac Bridges, leader, Joseph Bridges, James Luckley, and John Loveley, stewards. The Baptist society having built a new house of worship on Washington Street, their meeting-house on High Street was first hired by the Methodists, and purchased by them in 1842. While in their possession, the building was greatly improved by the addition of a tower, and in other ways. Across the street stood the gun-house of the Eastport Washington Artillery, the lower story occupied



BLAKEY MEMORIAL CHURCH, METHODIST EPISCOPAL.

by their brass cannon and other equipments, with drill hall above. This building the Methodists converted to peaceful uses, moving it across alongside of the church, and adapting it to vestry and parsonage purposes.

By the generosity of Mr. L. C. Blakey, a former member of the parish, who left a bequest larger than has ever been received by any other religious society in town, it was enabled to undertake the building of a new church edifice, which was completed in 1884, and bears the name of the Blakey Memo-

rial Methodist Episcopal Church. The society also owns a parsonage.

Organization for 1888.

Pastor, Rev. M. G. Prescott.

Stewards, A. Flagg, E. J. Farris, G. F. Raye, S. O. Bridges, Joseph Farris, G. Stevenson, Robert Spear, A. K. McLeod, George Farris.

Trustees, M. Thompson, R. Flagg, J. Farris, G. F. Raye, R. Spear, Henry Farris, William Irving, Amos Boyd, A. K. McLeod.

Recording steward, R. Flagg.

District steward, A. K. McLeod.

Superintendent Sunday-school, R. Flagg.

PROTESTANT EPISCOPAL CHURCH.

During the British occupation, regular services were conducted by the chaplain of the post according to the forms of the Church of England; and, in later years, visiting clergymen of the American Episcopal Church occasionally held services in the houses of worship of some of the other societies in town. However, no attempt was made to organize an Episcopal church here until 1857, when Rev. William Stone Chadwell began to hold services in the Baptist vestry on Green Street; and on the 4th of November of that year Christ Church was established, with Mr. Chadwell for its first rector, Robert Ker and Gideon W. Stickney, wardens, and Winslow Bates, D. N. Clark, and Theodore Cary, vestrymen. Steps were immediately taken toward building a church on Key Street, which was completed the following year, and consecrated by Bishop Burgess on the 10th of November, 1858. Recently there has been added to the parish equipment a convenient and fine-looking rectory, which stands on the lot adjoining the church.

Organization for 1888.

Rector, Rev. Joseph Dinzey.

Wardens, W. S. Mildon, A. W. Clark.

Vestrymen, S. D. Leavitt, Winslow Bates, J. M. Swett,
E. M. Small, M.D., Ezra Rumery, A. W. Woodman, E. W.
Bogret.

Clerk, J. M. Swett.

Treasurer, W. S. Mildon.

Sunday-school superintendent, Rev. J. Dinzey.



CHRIST CHURCH, PROTESTANT EPISCOPAL.

CHAPTER XI.

EASTPORT IN THE WAR OF THE REBELLION.

BY CHARLES T. ELDRIDGE.

It is universally conceded that the War of the American Rebellion was initiated Oct. 5, 1860, but that its conception was formed somewhat anterior to that date. Actual hostilities, however, did not commence until the morning of April 12, 1861, when General Beauregard, who was in command of the defences in Charleston Harbor, announced to General Anderson, the commandant of Fort Sumter, that, unless he immediately evacuated that fort, he would open fire forthwith. Anderson peremptorily declined; and the result was that at half-past four o'clock on the morning of April 12, 1861, the batteries opened fire, thereby inaugurating the opening scene in the local drama which culminated in a terrible and bloody civil war of four years' duration.

The news of the attack and downfall of Sumter was immediately carried by wire to every home and hamlet in the North and West; and, as a natural consequence, the patriotic zeal of the law-abiding American citizen was aroused to fever heat. Immediately following the evacuation of Sumter was promulgated (April 15) the proclamation of President Lincoln, calling "forth the militia of the several States of the Union, to the aggregate number of seventy-five thousand," and appealing "to all loyal citizens to favor, facilitate, and aid this effort to maintain the honor, the integrity, and existence of the National Union, and the perpetuity of popular govern-

ment, and to redress wrongs long enough endured." This proclamation had its desired effect. Response came from all over the land, and in less than forty-eight hours after its issuance troops were *en route* to the expected border of conflict. The good old State which bears the motto *Dirigo* was among the first to respond to the call for troops. She was only required, under the President's call, to furnish one regiment of infantry; but, anticipating the wants and apprehending the embarrassments under which the general government would labor in having troops for three months only in its service, the legislature, at an extra session, determined upon furnishing the general government, at the shortest time possible, with ten regiments, fully armed and equipped, to serve under a three years' enlistment.

As the space allotted me in this chapter is rather limited, and will not permit me to enter into any extended details, I must therefore "cut my cloth according to its measure."

THE ARMY.

THE FIRST MAINE CAVALRY.

This regiment was organized at Augusta, Me., Nov. 5, 1861, for three years. The term of the original members expired Nov. 4, 1864; but the organization, composed of veterans and recruits, was retained in service until Aug. 1, 1865, when it was mustered out, in accordance with orders from the War Department. Its entire period of service was in the Army of the Potomac; and the following are the principal and important engagements in which the regiment participated, and which are emblazoned in letters of gold upon its battle-flags, namely,—

Middletown, Winchester, Cedar Mountain, Second Bull Run, South Mountain, Antietam, Fredericksburg, Rappahannock Station, Brandy Station, Aldie, Middleburg, Upper-

ville, Gettysburg, Shepherdstown, Sulphur Springs, Mine Run, Fortifications of Richmond, Old Church, Todd's Tavern, Ground Squirrel Church, Hawes's Shop, Cold Harbor, Treilian Station, St. Mary's Church, Deep Bottom, Ream's Station, Wyatt's Farm, Boydton Road, and Bellefield.

Eastport was very well represented in this regiment, and the rolls of Co. D bear evidence to the fact that the following served their country faithfully and gave great credit to the town which sent them:—

George D. Haley, assistant surgeon. Taken prisoner and paroled at Middletown.

Co. D. Charles H. Smith, captain, Oct. 19, 1861; major, Feb. 16, 1863; lieutenant-colonel, March 1, 1863; colonel, June 18, 1863. Brevetted brigadier-general volunteers, Aug. 1, 1864, for distinguished conduct in the engagement at St. Mary's Church (wounded June 24, 1864). Brevetted major-general volunteers, March 13, 1865, for highly distinguished and meritorious service. Mustered out Aug. 11, 1865. Received brevets of brigadier-general, U.S.A., March 2, 1867, for gallant and meritorious service in the battle of Sailors' Creek, Va., and brevet major-general, U.S.A., March 2, 1867, for gallant and meritorious service during the war. (Service after the war closed omitted.)

A. H. Bibber, first sergeant. Promoted second lieutenant, Co. D. Promoted adjutant. Promoted captain, Co. F. Promoted assistant adjutant-general of volunteers.

Ebed L. Shackford, corporal and quartermaster-sergeant.

Andrew B. Stetson, farrier.

Elijah C. Wilder, saddler.

George P. Andrews, private. Promoted sergeant.

Charles H. Bell, Jr., private. Promoted corporal and sergeant. Wounded July 16, 1863, and June 9, 1864.

Loring W. Bell, private.

Leslie B. Gardner, private. Died June 30, 1863, at Washington, D.C.

Gilbert N. Harris, private. Promoted corporal and sergeant.

James E. Nutt, private.

James E. Stayner, private. Promoted first sergeant and second lieutenant. Promoted first lieutenant. Killed at Chamberlain's Creek, near Dinwiddie Court-house, Va., March 31, 1864.

James T. Williams, private.

Peter N. Kane, private. Transferred to signal corps.

John Abrams, private. Promoted corporal and sergeant. Transferred from First Massachusetts Infantry.

William W. Bryant, private.

Charles J. Davis, private.

Alexander Falconer, private. Wounded June 24, 1864.

Joseph Merriam, private. Appointed bugler. Wounded Aug. 23, 1864.

Co. K. Jeremiah L. Carson, private.

THE SECOND MAINE CAVALRY.

This regiment was organized at Augusta, Me., from Nov. 30, 1863, to Jan. 2, 1864, for three years; mustered out between Dec. 6 and 21, 1865. It had its service in the Department of the Gulf, and participated in the engagements at Cherryville Cross Roads, Marksville, Avoyelles Prairie, Yellow Bayou, La., Milton, Fla., Spanish Fort, Ala.

The only Eastport boys in this regiment were:—

Jacob M. Dean, private, Co. D, who died at Thibodeaux, La., July 2, 1864.

James A. Nichols, corporal, Co. D. Promoted sergeant. Residence when enlisted, Calais. Enlisted to fill quota of Thomaston.

Jesse G. Chambers, private, Co. H. Enlisted to fill quota of Belfast, Me.

COAST GUARDS ARTILLERY.

Co. C was organized in July, 1861, and garrisoned Fort Sullivan, Me. The following is the list of Eastport boys in

this company. Those marked * were transferred to the Eighteenth Maine Infantry Aug. 4, 1862, and those marked † were mustered out of service Sept. 13, 1862: —

- * George W. Sabine, first lieutenant.
- † L. L. Potter, second lieutenant.
- * Gershom C. Bibber, first sergeant.
- † George P. Potter, sergeant.
- * Ezra Dean, corporal.
- * John W. Pressly, corporal.
- * Hiram F. Swett, corporal.
- † Andrew Harrington, Jr., musician.
- * James Mooney, musician.
- John Barbrick, private. Discharged from Fort Sullivan, Me.,
July 14, 1862.
- * Elias Brewster, private.
- † Evan E. Bridges, private.
- * Parrion W. Cook, private.
- * Abner S. Farrow, private.
- * James Finn, private.
- * Edward J. Gilligan, private.
- * George E. Higgins, private.
- † Hibbard Hunt, private.
- * George Hunter, private.
- † Wilson Lawler, private.
- † Benjamin Murphy, private.
- * Cornelius Nickerson, private.
- † Stillman Rhodes, private.
- * William J. F. Richter, private.
- * John Robinson, private.
- * James Sears, private.
- * Richard Sears, private.
- * Hiram Smith, private.
- * Robert Smith, private.
- † Robert Thompson, private.
- * Andrew Tucker, private.
- * John Johnson, Jr., private.

THE FIRST REGIMENT OF MAINE HEAVY ARTILLERY.

This regiment was organized at Bangor and Augusta, Me., Aug. 21, 1862, for three years, as the Eighteenth Regiment of Infantry, changed to heavy artillery, and designated the First Regiment, 1862. Two additional companies were organized,—one in January, 1864, the other in February, 1864. The original members were mustered out June 6, 1865; and the organization, composed of veterans and recruits of this regiment and accessions from the Seventeenth and Nineteenth Regiments of Maine Infantry, remained in service until Sept. 11, 1865, when it was mustered out in accordance with orders from the War Department. This regiment had its service in the Army of the Potomac. The list of battles emblazoned on its battle-flags are as follows:—

Fredericksburg, Tolopotomy, Cold Harbor, Petersburg, Deep Bottom, and Boydton Road.

This regiment lost heavily in the engagements before Fredericksburg and Petersburg, the aggregate loss in the former being 476, in the latter 464. In this regiment, Eastport had a large representation; and all or nearly all were huddled together in Co. K, while a few appear on the rolls of Cos. A and M. The following are the names of the boys who left their homes to brave the dangers of war and to aid their country in putting an end to the terrible civil conflict:—

George W. Sabine, captain. Promoted major and lieutenant-colonel. Fatally wounded June 17, 1864; died May 28, 1865.

Gershom C. Bibber, first sergeant. Promoted second and first lieutenant. Killed May 19, 1864.

John W. Pressly, sergeant. Wounded May 19, 1864.

Ezra Dean, sergeant. Wounded June 18, 1864.

Hiram F. Swett, corporal. Promoted sergeant, first sergeant, and second lieutenant.

Abner S. Farrow, corporal. Died Oct. 28, 1863.

Robert Smith, corporal. Exchanged prisoner. Died in Philadelphia December, 1864.

- Edward J. Gilligan, corporal.
 John Johnson, Jr., corporal. Died of wounds June 19, 1864.
 Cornelius Nickerson, corporal. Wounded May 31, 1864.
 James Mooney, musician.
 Andrew Tucker, musician.
 Elias Brewster, private. Wounded June 18, 1864.
 Parrion W. Cook, private. Wounded May 19, 1864.
 Arthur S. Chickering, private.
 Timothy Collins, private. Died of wounds July 9, 1864.
 James Finn, private.
 George E. Higgins, private. *
 George Hunter, private. Wounded June 18, 1864.
 Edward J. Kirnin, private. Promoted corporal. Wounded June 18, 1864.
 Archibald McKenzie, private. Promoted corporal.
 Jacob Henry, private. Promoted sergeant.
 Albion K. Tripp, private. Died of disease Dec. 22, 1864.
 Charles Miller, private. Missing Aug. 26, 1862.
 Joseph Moholland, private. Wounded June 17, 1864.
 William J. F. Richter, private.
 John Robinson, private. Wounded June 18, 1864.
 James Sears, private. Died of wounds Aug. 5, 1864. Interred in National Cemetery, Alexandria, Va.
 Richard Sears, private. Killed in action June 1, 1864.
 Hiram Smith, private. Promoted corporal.
 Thomas Toohey, private. Wounded June 18, 1864.
 John T. Ward, private. Promoted corporal and sergeant. Wounded June 18, 1864. Died of disease March 10, 1865.
 Robert H. Gibson, private.
 John E. Corbett, private. Promoted corporal.
 George P. Potter, private. Killed in action May 20, 1864.
- Co. A. Andrew Hooper, private. Wounded 1864.
 George W. Hooper, private. Wounded 1864.
 Benjamin F. Shaw, private. Promoted corporal and transferred from Nineteenth Infantry.
- Co. M. *William P. Johnson, private.
 *Frederick Stanhope, private.
 *Edwin Stanton, private. Killed in action June 18, 1864.

* Recruits mustered into service by provost marshal, 1863 and 1864.

FIRST BATTALION MAINE LIGHT ARTILLERY.

This organization was composed of seven batteries, serving in different commands, which were organized for three years. In this battalion, the Eastport boys are represented as having served in the first, fifth, and sixth batteries, and of these batteries a brief history of the organization, etc., is furnished, namely: the first was organized at Portland, Me., Dec. 18, 1861; the fifth at Augusta, Me., Dec. 4, 1861; the sixth at Augusta, Me., Feb. 7, 1862. The former was mustered out July 15, 1865; the fifth mustered out June 17, 1865; the last, June 21, 1865.

The first battery contained the names of:—

Albert W. Bradbury, second lieutenant. Promoted first lieutenant. Promoted captain. Promoted major.
 John E. Morton, first sergeant. Promoted second lieutenant. Promoted first lieutenant. Killed in action at Cedar Creek, Va., Oct. 19, 1864.
 Edward Cross, private. Promoted quartermaster-sergeant.
 Charles D. Henry, private. Died of disease Jan. 1, 1863.
 Michael Mooney, private. Promoted to sergeant. Promoted second lieutenant. Wounded Oct. 19, 1864.
 Israel Robinson, private. Promoted to sergeant. Killed in action Oct. 19, 1864.
 John Veilson, private. Missing March 26, 1864.
 Isaac N. Chickering, private. Promoted corporal.
 W. H. Balkam, private. Missing Aug. 11, 1864.
 Harrison W. Hendrie, private.
 John P. O'Connor, private.
 Samuel Patterson, private.

The fifth battery contained the name of Private George A. Appleby, missing March 31, 1862. The sixth battery contained the names of William H. Rogers, second lieutenant Feb. 18, 1862. Promoted first lieutenant March 12, 1863. Promoted captain Jan. 1, 1865. James E. Winchester, pri-

vate. Transferred to navy April, 1864. George L. Winchester, private. Transferred to navy April, 1864.

The first battery was in service in the Department of the Gulf from 1862 to 1863 inclusive, and in the Army of the Potomac from 1864 to 1865 inclusive, and distinguished itself in engagements at Georgia Landing, Cotten, Bisland, Port Hudson, and Cox's Plantation, La.

The fifth served wholly in the Army of the Potomac, and participated in the following engagements: Chancellorsville, Gettysburg, Wilderness, Spottsylvania, Cold Harbor, Petersburg, Opequan, Fisher's Hill, and Cedar Creek. The sixth served in the Army of the Potomac, and participated in the following battles: Cedar Mountain, Second Bull Run, Chantilly, Antietam, Gettysburg, Mine Run, Wilderness, Spottsylvania, North Anna, Cold Harbor, Petersburg, and Deep Bottom.

FIRST BATTALION OF SHARPSHOOTERS.

This battalion organized at Augusta, Me., from Oct. 27, 1864, to Dec. 29, 1864, for one and three years. It was consolidated with the Twentieth Regiment Maine Volunteers June 21, 1865.

Eastport had a representative in Co. E of this battalion, namely, Alexander Stinson, corporal, transferred to Twentieth Regiment Maine Volunteers.

FIRST VETERAN REGIMENT.

This regiment was organized Sept. 20, 1864, by consolidation of the veterans and recruits of the Fifth, Sixth, and Seventh Regiments Maine Volunteers, and mustered out of service June 28, 1865. It had its service wholly in the Army of the Potomac. The list of engagements in which it bore an honorable part is as follows: Bull Run, Yorktown, Williamsburg, West Point, Gaines's Mill, Savage Station,

White Oak Swamp, Malvern Hill, Crampton's Gap, Antietam, Marye's Heights, Salem Heights, Gettysburg, Rappahannock Station, Wilderness, Spottsylvania, Cold Harbor, Petersburg, Fort Stevens, Opequan, Fisher's Hill, and Cedar Creek.

With but few exceptions, which will hereafter appear, Co. D of this regiment bears the names of the Eastport boys who formerly did service in Co. K, Sixth Maine, and who continued the good work in the First Veterans which they commenced and performed throughout their entire service in Co. K of the "Old Fighting Sixth." The list is as follows:—

- Daniel Apt, Jr., private from Co. K, Sixth Maine.
 Barney Cassidy, private from Co. K, Sixth Maine. Missing Aug. 6, 1864.
 Patrick Dugan, private from Co. K, Sixth Maine. Missing.
 George P. Davis, private from Co. K, Sixth Maine.
 Joseph H. Demott, sergeant from Co. K, Sixth Maine.
 Henry Hudson, private from Co. K, Sixth Maine.
 Thomas C. Jones, private from Co. K, Sixth Maine.
 Wellington Logan, private from Co. K, Sixth Maine.
 Richard Magee, private from Co. K, Sixth Maine.
 Andrew Mathews, private from Co. K, Sixth Maine.
 Andrew J. Potter, private from Co. K, Sixth Maine.
 Robert R. P. Potter, private from Co. K, Sixth Maine.
 Dennis Quinn, Jr., private from Co. K, Sixth Maine.
 Joseph Ramsdell, private from Co. K, Sixth Maine.
 Frederick Tucker, private from Co. K, Sixth Maine. Promoted sergeant-major Seventh Regiment.
 John B. Waid, second lieutenant. Promoted first lieutenant, Co. G.
 Joseph Whelpley, sergeant. Promoted second lieutenant. Died of wounds March 25, 1865. Buried near Patrick Station, Petersburg, Va.
 Charles T. Witherell, captain Aug. 21, 1864; brevet-major volunteers Oct. 19, 1864, for gallant conduct during the whole campaign before Richmond, and especially in the battles of

Winchester, Fisher's Hill, and Cedar Creek, Va. Mustered out June 28, 1865. Received brevets of captain, U.S.A., March 2, 1867, for gallant and meritorious service in the battle of Marye's Heights, Va., and brevet-major, U.S.A., March 2, 1867, for gallant and meritorious service in the battle of Rappahannock Station, Va. Was wounded at Spottsylvania Court-house, at Petersburg, and twice at Rappahannock Station. (Service after the war closed omitted.)

Stephen Canfield, private from Co. K, Sixth Maine.

Sidney Hunter, private, represented Co. A, having been transferred from Co. H, Fifth Maine.

John McGregor, sergeant, and William Marshall, private and corporal, represented Co. E, having been transferred from Co. G, Sixth Maine.

John B. Waid, represented Co. G as first lieutenant, having been transferred as second lieutenant from Co. D.

Alexander Humes, private (wounded March 25, 1865), represented Co. F, and Matthew Thompson, private, represented Co. K. Missing.

John M. Gookin, private, represented Co. B. Transferred from Co. B, Seventh Maine Volunteers. Subsequently transferred to the navy.

THE FIRST BATTALION OF MAINE INFANTRY.

This battalion, composed of four companies, was organized at Augusta and Portland, Me., in February and March, 1865, to serve three years. It was mustered out April 5, 1866. Its period of service was in the Army of the Potomac and the Department of the South. No battles are reported. In Co. A of this battalion are found the names of the following Eastport boys:—

Calvin S. Brown, captain. Promoted lieutenant-colonel.

Sylvester L. Brown, second lieutenant. Promoted first lieutenant.

J. De Wolfe Andrews, private.

Demetrius A. Blanch, private.

William C. Corbett, private. Promoted corporal. Murdered Oct. 9, 1865.

William P. Cook, private. Promoted sergeant and second lieutenant.

Patrick W. Cunningham, private.

Samuel W. Eye, private.

Henry A. Eye, private.

Robert Green, private.

Edwin F. Gardner, private.

Charles W. Lewis, private. Promoted corporal.

Elias S. Lane, private.

James A. Morrison, private.

Edward McNeill, private.

Peter Martin, private.

John O'Grady, Jr., private. Promoted corporal. Promoted sergeant.

Charles S. Patterson, private.

John S. Patterson, private.

Norman Patterson, private. Promoted corporal and sergeant.

Fergus Potter, private. Promoted corporal.

Charles O. Quinby, private. Promoted sergeant.

Benjamin B. Ricker, private.

James Roop, private. Died July 7, 1865.

George M. Ross, private.

James E. Searles, private.

James W. Spear, private.

Asa Ward, private.

Samuel W. Wood, private. Promoted corporal. Promoted sergeant.

James B. Lewis, private.

In Co. C, George Thompson, private, is enrolled; and, in Co. D, Robert McElroy, private, Robert Thompson, private, and Lorenzo Vose, private (promoted corporal), are enrolled

THE SECOND REGIMENT OF MAINE INFANTRY.

This regiment was organized at Bangor, and mustered into the United States service at Willet's Point, N.Y., May 28 1861, to serve two and three years; performed duty in the

Army of the Potomac. It took a prominent part in the battle of Bull Run, the engagement at Hanover Court-house, the battles of Malvern Hill, Manassas, Antietam, and Fredericksburg. The two years' men were mustered out of service June 9, 1863; and the remaining men were transferred to the Twentieth Maine Volunteers.

The only names of Eastporters appearing in this regiment are enrolled in Co. A, namely:—

William J. Canday, private. Prison paroled Sept. 3, 1862. Transferred to Twentieth Maine Volunteers May 20, 1863.

William F. Gould, private. Transferred to Twentieth Maine Volunteers May 20, 1863, Co. B, musician.

THE THIRD REGIMENT OF MAINE INFANTRY.

This regiment was organized at Augusta, Me., June 4, 1861, for three years. The original members were mustered out June 28, 1864, and the recruits transferred to the Seventeenth Maine. This regiment had its entire service in the Army of the Potomac, and distinguished itself in the battle of Bull Run, Siege of Yorktown, battle of Williamsburg, Seven Pines, White Oak Swamp, Malvern Hill, Bull Run, Chantilly, Monocacy, Fredericksburg, Wilderness, Chancellorsville, Gettysburg, Peach Orchard, Kelly's Ford, Orange Grove, Mine Run, Spottsylvania, and Cold Harbor.

William S. Pine, private, is the only Eastport boy enrolled in this regiment; and his service was with Co. K. He was discharged April 15, 1864, to enter the United States Navy.

THE FOURTH REGIMENT OF INFANTRY.

This regiment was organized at Rockland, Me., June 15, 1861, to serve three years. The original members (except veterans) were mustered out of service July 19, 1864, and the veterans and recruits transferred to the Nineteenth

Maine Volunteers. This regiment had its entire period of service in the Army of the Potomac, and participated in the following engagements: Bull Run, Siege of Yorktown, Chantilly, Fredericksburg, Chancellorsville, Wapping Heights, Kelly's Ford, Torbet's Tavern, and Wilderness.

John Maguire, private, is the only Eastport name enrolled in this regiment; and his service was with Co. I. He was transferred to the navy April 26, 1864.

THE FIFTH REGIMENT.

This regiment was organized at Portland, Me., June 24, 1861, for three years. The original members (except veterans) were mustered out of service July 27, 1864, and the veterans and recruits transferred to the Sixth Maine Battalion. This regiment performed duty in the Army of the Potomac. It was engaged in the battles of Bull Run, West Point, Gaines's Mill, Crampton's Pass, Antietam, Chancellorsville, Gettysburg, Wilderness, Spottsylvania, Cold Harbor, and Petersburg.

The only Eastport names enrolled in this regiment are those of Nathaniel Daggett, private, Co. B, discharged in 1863, on Western gunboat service. Charles K. Sherwood, private, promoted first sergeant, Co. F, and Edwin J. Sewall, private, and Sidney Hunter, private, Co. H. The latter was transferred to the First Maine Veteran Infantry.

THE SIXTH REGIMENT.

The gallant Sixth Maine, or more widely known throughout the Army of the Potomac as the "Fighting Sixth," contained some of the best fighting material it was possible for a regiment to contain, and was one of the best that ever left the State in defence of the general government. This regiment was organized in the eastern part of the State, one battalion having formed at Bangor, the other at Fort Sulli-

van, Eastport, Me. This latter battalion was under the charge of Major Aaron Hayden. In it was incorporated Co. K, the Eastport company, under the gallant and fearless leader Captain Theodore Cary. These battalions were united at Portland on the 15th of July, and on the 17th the regiment left for the seat of war. The original members (except veterans) were mustered out of service Aug. 15, 1864, and the veterans and recruits transferred to the Seventh Maine Volunteers. This regiment had its service wholly in the Army of the Potomac. Among the many prominent engagements in which it participated and distinguished itself may be mentioned Siege of Yorktown, battle of Lee's Mills, Williamsburg, Garnet's Farm, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Rappahannock Station, Wilderness, Spottsylvania, and Petersburg.

In the battle of Chancellorsville, it lost 128 officers and men in killed and wounded. In the capture of the enemy's works at Rappahannock Station, it lost 16 officers and 123 enlisted men, killed and wounded. At Spottsylvania, it lost 125 men in killed, wounded, and missing; and on the 12th of May, 1864, the regiment, numbering in all 70 men, was under fire eight hours, and lost 16 officers and men, killed and wounded. The regiment participated in long and fatiguing marches of the Pennsylvania campaign, and was present at the battle of Gettysburg, though not actively engaged with the enemy.

Eastport was represented in three companies of this regiment; namely, Cos. F, G, and K. William O. Henry, private, was on the roll of Co. F. Died Dec. 6, 1863. John McGregor, sergeant, transferred to Co. E, First Maine Volunteers; John Griffin, private; Charles W. McGregor, private; and William Marshall, private (promoted corporal), on the roll of Co. G. Griffin was transferred to the navy April 10, 1864, and Marshall transferred to Co. E, First Maine Veterans.

Co. K contained the following Eastport boys: —

- Theodore Cary, captain. Resigned Feb. 12, 1863.
Thomas P. Roach, first lieutenant. Promoted captain. Wounded May 3, 1863. Died May 28, 1863.
Charles Day, second lieutenant. Resigned March 1, 1862.
John B. Waid, first sergeant. Promoted second lieutenant. Wounded September, 1862. Promoted first lieutenant, Co. G, First Maine Veteran Infantry. Commissioned captain, Co. G, First Maine Veteran Infantry, March 25, 1865.
George H. Patterson, sergeant. Discharged for disability Sept. 3, 1862.
Charles T. Witherell, sergeant May 7, 1861. Discharged March 10, 1862. Appointed second lieutenant March 10, 1862. Promoted first lieutenant Feb. 12, 1863. Promoted captain Aug. 13, 1863. Transferred to Co. D, Seventh Maine, August, 1864. Transferred to First Maine Veterans Sept. 17, 1864. Wounded at Rappahannock Station, Va., Nov. 7, 1863.
Samuel H. Wheeler, sergeant. Left service in 1863.
George W. Corbett, corporal. Promoted sergeant. Killed Nov. 7, 1863.
Francis E. Sabine, corporal. Missing Jan. 14, 1863.
Robert H. Gibson, corporal. Discharged for disability Dec. 10, 1862.
Harrison Huckings, corporal. Exchanged prisoner. Discharged for disability March 7, 1862.
Joseph Whelpley, corporal. Transferred to First Maine Veterans.
James Hutchinson, corporal. Discharged for disability Nov. 28, 1862. Mustered in again Jan. 27, 1864.
Frederick Tucker, musician. Transferred to First Maine Veterans.
George Anderson, private. Promoted corporal.
Daniel Apt, Jr., private. Transferred to First Maine Veterans.
Daniel Andrews, private. Discharged for disability June 30, 1862.
George A. Archer, private. Missing Oct. 10, 1861.
William H. H. Bates, private. Promoted quartermaster sergeant. Discharged for disability March 30, 1864.
Barney Cassidy, private. Transferred to First Maine Veteran Volunteers.

- Joseph H. Demott, private. Promoted corporal. Promoted sergeant. Transferred to First Maine Veterans.
- Patrick Dugan, private. Wounded Nov. 7, 1863. Transferred to First Maine Veterans.
- George S. Dunn, private. Discharged Nov. 16, 1863. Transferred to Western Flotilla.
- John A. Gray, private. Promoted to corporal and to color-sergeant. Killed Nov. 7, 1863.
- Jacob S. Hinkley, private.
- Henry Hudson, private. Transferred to Co. D, First Maine Veteran Volunteers.
- Charles Hammond, private. Killed Nov. 7, 1863.
- Emile Hanniman, private. Wounded Nov. 7, 1863; died Nov. 12, 1863. Buried at Military Asylum.
- Lorenzo S. Kimball, private. Discharged for disability Dec. 23, 1862.
- Wellington Logan, private. Transferred to First Maine Veteran Volunteers.
- William McHance, private. Missing June 30, 1863.
- Hugh Mangum, private. Wounded May 3, 1863. Transferred to the navy April 14, 1864.
- Richard Magee, private. Transferred to First Maine Veteran Volunteers.
- Andrew Matthews, private. Transferred to First Maine Veteran Volunteers.
- Jeremiah K. Pike, private.
- Andrew J. Potter, private. Transferred to First Maine Veterans.
- Robert R. P. Potter, private. Transferred to First Maine Veterans.
- Fergus Potter, private. Wounded Nov. 7, 1863.
- Robert F. Parker, private. Transferred to First Maine Veteran Infantry. Transferred to Invalid Corps.
- Dennis Quinn, Jr., private. Transferred to First Maine Veteran Volunteers.
- Joseph Ramsdell, private. Transferred to First Maine Veteran Volunteers.
- John W. Renshaw, private. Discharged for disability March 1, 1862.

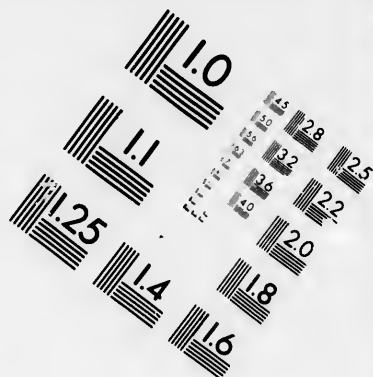
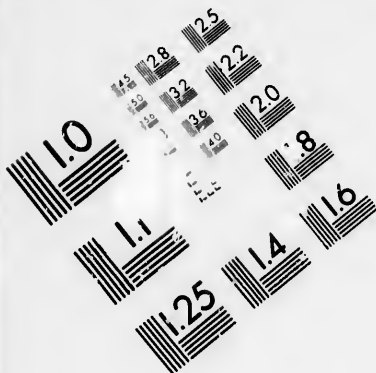
- William Stinson, private. Detached to Mott's Battery 1862, Missing in action May 10, 1864.
- Albert P. Coffin, private. Died at Alexandria, Va., April 4, 1862.
- Edward J. Short, private. Discharged for disability Dec. 7, 1862. Mustered in again Jan. 27, 1864. Transferred to the navy June 25, 1864.
- Gilman A. Swett, private. Promoted corporal. Killed May 3, 1863.
- Thomas Sharkey, private. Promoted corporal. Killed Nov. 7, 1863.
- Hugh Thompson, private. Wounded May 3, 1863. Discharged for disability May 14, 1864.
- Stephen Canfield, private. Transferred to First Maine Veterans.
- Joseph Coad, private. Discharged for disability Dec. 23, 1861.
- Richard Walsh, private. Promoted corporal. Wounded May 3, 1863.
- Joseph Williamson, private.

THE SEVENTH REGIMENT.

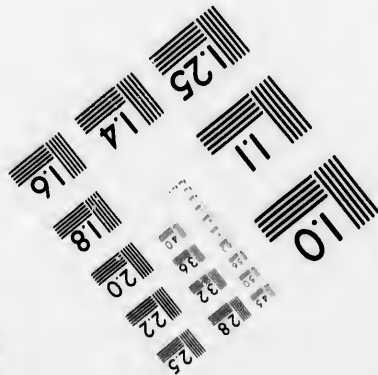
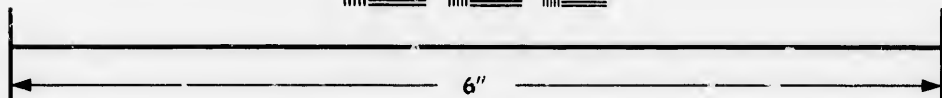
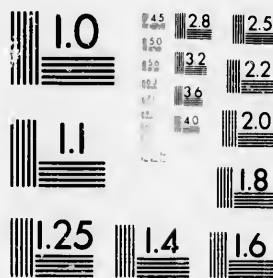
This regiment was organized at Augusta, Me., Aug. 21, 1861, to serve three years. On the expiration of term of service, the original members (except veterans) were mustered out, and the veterans and recruits consolidated with the Fifth and Sixth Regiments to form the First Veteran Infantry, September, 1864.

This regiment had its service in the Army of the Potomac, and was engaged in the battles of Williamsburg, Mechanicsville, Fair Oaks, Savage Station, White Oak Swamp, Malvern Hill, South Mountain, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Rappahannock Station, Mine Run, Wilderness, Spottsylvania, Cold Harbor, Weldon Railroad, and Fort Stevens.

- Co. B. John M. Gookin, private. Transferred to Co. B, First Maine Veterans.
- Co. C. John G. Lambert, private. Transferred to the regular army Jan. 27, 1863.



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- Co. D. James Smith, private. Promoted sergeant. Reduced to ranks. Promoted to sergeant for good conduct at Antietam Sept. 17, 1862. Transferred to regular army Jan. 26, 1863.
- Charles T. Witherell, captain. Transferred to First Maine Veterans.
- John B. Waid, second lieutenant. Transferred to First Maine Veterans.
- Co. F. Alexander Humes, private. Transferred to Co. F, First Maine Veterans. Wounded March 25, 1865.

THE NINTH REGIMENT.

This regiment was organized at Augusta, Me., Sept. 22, 1861, to serve three years. The original members (except veterans) were mustered out of service Sept. 27, 1864, and the regiment, composed of veterans and recruits, retained in service until July 13, 1865, when it was mustered out of service.

This regiment had its service in the Departments of the South and Virginia, and was engaged in the capture of Port Royal, Fernandina, and Morris Island, in several assaults on Fort Wagner (in which over three hundred men were killed, wounded, and missing), engaged the enemy at Walthall Junction, Drury's Bluff, Bermuda Hundred, Cold Harbor, Petersburg, Deep Bottom, Forts Harrison and Gilmore, Chapin's Farm, Derbytowntown Road, and Fort Fisher, N.C.

Quite a number of Eastport boys are found in this regiment, namely: —

- Sabine Emery. Appointed captain, Co. A, Sept. 21, 1862. Promoted major Sept. 23, 1862. Promoted lieutenant-colonel. Promoted colonel. Wounded at Fort Wagner July 18, 1863. Resigned May 25, 1864.
- George Burton Dyer. Commissioned major Oct. 4, 1864. Brevetted lieutenant-colonel and colonel March 13, 1865, "for gallant and meritorious conduct during the

war." Detailed acting assistant quartermaster, First Brigade, Tenth Army Corps, Aug. 19, 1863; acting aide-de-camp, Third Brigade, Second Division, Tenth Army Corps, July 1, 1864; acting assistant adjutant-general, Third Brigade, Second Division, Tenth Army Corps, Sept. 6, 1864; acting assistant inspector-general, Third Brigade, Second Division, Tenth Army Corps, Sept. 11, 1864. Assigned to command redoubt on the front of Third Brigade, Second Division, Tenth Army Corps, Oct. 21, 1864. Assigned to command First Provisional Battalion of Provisional Brigade, Third Division, Twenty-fourth Army Corps, Jan. 3, 1865. Provost marshal, city of Raleigh, N.C., April 30, 1865. Discharged the service July 13, 1865. (For prior service, see Co. B.)

- Co. A. Frederick A. Leary. Appointed second lieutenant Sept. 22, 1861. Promoted first lieutenant Sept. 23, 1862. Resigned Oct. 27, 1862.

Henry Hopkins, private.

Robert S. Tripp, private. Missing.

Aaron Morang, private. Promoted corporal and sergeant. Prisoner Aug. 16, 1864.

- Co. B. John Le B. Andrews, private.
 Charles W. Bibber, private. Transferred to Co. F, Tenth Veteran Reserve Corps.
 George H. Bibber, private. Promoted quartermaster sergeant.

Josiah N. Coffin, private. Transferred to Co. F as second lieutenant Dec. 30, 1862. Resigned April 18, 1863.

Daniel P. Coffin, private. Wounded May 16, 1864.

Cornelius Coveny, private.

George Burton Dyer, private, Sept. 10, 1862. Promoted first sergeant April 25, 1863. Promoted second lieutenant June 23, 1863. Promoted captain Aug. 22, 1864. (Subsequent service in the line.)

William B. Grover, private. Discharged for promotion in medical department.

Charles H. Hardy, private. Wounded June 30, 1864.

Frederick Paine, private. Wounded May 16, 1864.

- Co. H. Charles E. Harris, private. Transferred to Co. F, Tenth Veteran Reserve Corps.
James H. Camplin, private.
William Hatch, private. Died of disease July 1, 1863.
George W. Stevens, private.
W. S. Guptill, private.
Richard C. Wallis, private.
James Whalen, private.
M. Henry Woodbury, private.
George W. Woodward, private. Died of disease April 4, 1865.
Henry H. Wadsworth. Promoted sergeant-major. Commissioned second lieutenant, Co. H, Oct. 26, 1864. Promoted first lieutenant, Co. G, Jan. 4, 1865. Transferred from first lieutenant, Co. G, and promoted adjutant. Discharged as adjutant on account of disability from wounds received in action.
- Co. K. Frank Baker, private. Transferred to Co. E. Promoted commissary sergeant 1865.
- Co. I. Morgan Hogan, private.
Michael Hynes, private.
- Co. G. Edward Johnston, musician.

THE TENTH INFANTRY.

This regiment was organized at Cape Elizabeth, Me., in October, 1861, to serve two and three years. The two years' men were mustered out of service May 7 and 8, 1863, and the remaining men consolidated into a battalion, which was transferred to the Twenty-ninth Maine Volunteers Nov. 1, 1863.

This regiment had its service in the Army of the Potomac, and joined in the retreat of General Banks's forces to Williamsport, Md., participated in the battle of Cedar Mountain, where it lost heavily, and took part in the battle of Antietam.

The only Eastport names found on the rolls are those of Joseph Berwin, private, in Co. A, who was afterward trans-

ferred to Co. H, Twenty-ninth Maine Volunteers, and Henry A. Burnham, sergeant, Co. C.

THE ELEVENTH REGIMENT.

This regiment was organized at Augusta, Me., in November, 1861, to serve three years. On the expiration of its term of service, the original members (except veterans) were mustered out, and the organization, composed of veterans and recruits, mustered out Feb. 2, 1866.

This regiment had its service in the Department of the South and the Army of the Potomac. It was engaged at Yorktown, Williamsburg, Seven Pines, White Oak Swamp, Port Walthall Junction, Chester Station, Bermuda Hundred, New Market, Petersburg, Derbytown Road, Hatcher's Run, and in the assault on Forts Gregg and Baldwin, and in the engagement at Clover Hill.

Among the Eastport boys enrolled in this regiment are:—

James Stinson, private.

Robert Mathews, private, Co. D. Wounded April 2, 1865.

Thomas T. Taber, private, Co. F. Transferred to Co. B Nov. 7, 1861. Transferred to Co. G Oct. 1, 1862. Promoted sergeant Jan. 1, 1865. Wounded April 9, 1865.

Nathaniel Hooper, private, Co. G. Transferred from Co. B. Wounded in action May 15, 1864. Promoted corporal July 30, 1864.

THE TWELFTH REGIMENT.

This regiment was organized at Cape Elizabeth, Me., Nov. 16, 1861, to serve three years. The original members (except veterans) were mustered out Dec. 7, 1864, and the veterans and recruits consolidated into a battalion of four companies, and retained in service. Six new companies were organized at Portland, Me., in February and March, 1865, to serve one, two, and three years, and assigned to this organization, and mustered out of service April 18, 1866.

This regiment had its service in the Department of the Gulf, Army of the Potomac, and Department of the South, and participated in the expedition to Manchac Pass, Port Hudson, Donaldsonville, Irish Bend, La., Winchester and Cedar Creek, Va.

In Co. B of this regiment were enrolled : —

John Enright, private. Discharged for disability Sept. 9, 1863.
 Charles E. Preston, private. Drowned at Ship Island, Miss.,
 April 5, 1862.
 Hibbard Hunt, private. Discharged for disability Jan. 2, 1862.
 Edward Robinson, private. Died at New Orleans July 1, 1862.
 Moses Serles, private. Transferred to battalion, Twelfth Maine,
 Co. D.
 George H. Mack, private. Missing Aug. 6, 1863.

BATTALION TWELFTH REGIMENT INFANTRY.

This battalion was composed of re-enlisted men and recruits of the Twelfth Regiment Maine Infantry, organized into a battalion of four companies, lettered A, B, C, and D, by Special Orders 85, Head-quarters Middle Military Division, Nov. 16, 1864.

Co. D. Moses Serles, private. Transferred from Co. B, Twelfth Infantry.

THE FIFTEENTH REGIMENT.

This regiment was organized at Augusta, Me., from the 6th to 31st of December, 1861, to serve three years. On the expiration of its term, the original members (except veterans) were mustered out. The organization, composed of veterans and recruits, was mustered out July 5, 1866.

This regiment had its service in the Department of the Gulf, Army of the Potomac, and Department of the South, and was engaged in the storming of the enemy's works on Mustang Island and in the capture of Fort Esperanza in

Matagorda Bay, Tex.; engaged in the battles of Pleasant Hill, Cane River Crossing, and Sabine Cross Roads, La.

In this regiment, Eastport is credited with the following:

- James F. Tilton, quartermaster sergeant. Promoted quartermaster and acting brigade quartermaster. Resigned July 5, 1865.
- Thomas L. Lynch, commissary sergeant. Reduced to ranks, and transferred to Co. K.
- Charles O. Dodge, private, Co. A. Appointed drum-major Jan. 23, 1862.
- Co. A. Samuel D. Leavitt, first lieutenant. Resigned June 21, 1862.
- James E. Nutt, private. Promoted to sergeant. Discharged for disability March 30, 1864.
- Lewis E. Sylvay, private. Discharged Feb. 25, 1863.
- Co. C. Andrew Dougherty, private. Transferred from Co. A. Promoted corporal. Reduced to ranks in 1862.
- James Mulholland, private. Mustered out Jan. 19, 1865.
- Co. D. Martin N. Grant, private. Discharged at Augusta, July 31, 1862.
- Co. G. Charles W. Carpenter, private. Died at Brazos Island, Tex., Dec. 1, 1863.
- Co. K. George H. Lingley, private.
- George W. Capen, second lieutenant, Dec. 16, 1861. Acting aide-de-camp, First Brigade United States forces. Promoted first lieutenant July 21, 1863.
- Charles Powers, private. Promoted sergeant. Discharged Oct. 10, 1862.

THE SIXTEENTH REGIMENT.

This regiment was organized at Augusta, Me., Aug. 14, 1862, to serve three years. The original members were mustered out of service June 5, 1865, and the recruits transferred to the Twentieth Maine Volunteers.

This regiment had its service in the Army of the Potomac, and was engaged at South Mountain and Antietam. In the

battle of Fredericksburg, it lost, in killed, wounded, and missing, 226 men, nearly fifty per cent. of their number engaged. It took part in the Chancellorsville campaign, was actively engaged all through the Gettysburg battle, and, at the close of that battle, all that remained for duty of 248, officers and men, who entered the engagement in the first day, were 2 officers and 15 enlisted men. It was also engaged in the battles of Mine Run, Wilderness, and Spottsylvania. In this last engagement, the regiment lost, in killed, wounded, and missing, nearly one hundred men. It also participated in the charge upon the enemy's lines at Laurel Hill, and lost 50 men in killed, wounded, and missing. Engaged at North Anna, Bethesda Church, Petersburg, Weldon Railroad, Hatcher's Run, and Gravelly Run.

In this regiment, the following Eastporters appear:—

- Co. A. James A. Steeves, private. Transferred to Co. F, Sixteenth Infantry.
 Henry A. White, private. Missing in action June 7, 1864.
 Co. B. George Williams, private. Missing Feb. 20, 1864.
 Co. D. Charles H. Hunt, private. Discharged April 26, 1865.

EIGHTEENTH MAINE INFANTRY.

(For history of this regiment, see First Maine Heavy Artillery, to which organization the name of the Eighteenth Maine was changed.)

ROSTER OF COMPANY K.

The following names marked * were transferred from Co. C, Coast Guards:—

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|------------------------------------|------------------------------|
| * George W. Sabine, captain. | * Hiram F. Swett, corporal. |
| * Gershom C. Bibber, first serg't. | * Abner S. Farrow, corporal. |
| * John W. Pressly, sergeant. | * Robert Smith, corporal. |
| * Ezra Dean, sergeant. | Charles Miller, corporal. |

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| * Edward J. Gilligan, corporal. | Archibald McKenzie, private. |
| * James Mooney, musician. | Joseph Moholland, private. |
| * Elias Brewster, private. | * Cornelius Nickerson, private. |
| * Parrion W. Cook, private. | * William J. F. Richter, private. |
| Arthur S. Chickering, private. | * John Robinson, private. |
| Timothy Collins, private. | * James Sears, private. |
| * James Finn, private. | * Richard Sears, private. |
| * George Eben Higgins, private. | * Hiram Smith, private. |
| * George Hunter, private. | Thomas Toohey, private. |
| * John Johnson, Jr., private. | * Andrew Tucker, private. |
| Edward J. Kernan, private. | John T. Ward, private. |

THE NINETEENTH REGIMENT.

This regiment was organized at Bath, Me., Aug. 25, 1862, to serve three years. The original members, whose terms of service expired previous to October, 1865, were mustered out of service May 31, 1865, and the remaining men transferred to the First Maine Heavy Artillery.

This regiment had its service in the Department of Virginia and the Army of the Potomac. It had its first fight at the battle of Fredericksburg, was engaged at Chancellorsville, Bristow Station, and Gettysburg. In this latter battle, the regiment went into action with 440 officers and men; and their loss during the two days engaged was 12 officers and 220 enlisted men, killed and wounded. Engaged at Bristow Station, Mine Run, Todd's Tavern, Wilderness, and Spottsylvania. Loss in these engagements very severe. Participated in engagements at Po River, North Anna, Bethesda Church, Cold Harbor, Deep Bottom, Ream's Station, Weldon Railroad, Strawberry Plains, and Boydton Road.

The following Eastporters appear in this regiment:—

- Co. H. Thomas Murrey, private. Died of disease March 5, 1864.
- Co. K. Samuel E. Buckman, private. Promoted corporal and

sergeant. Promoted second lieutenant. Wounded July 2, 1863.

Co. A. Benjamin F. Shaw, private. Promoted corporal. Transferred to First Maine Heavy Artillery.

THE TWENTIETH REGIMENT.

This regiment was organized at Portland, Me., Aug. 29, 1862, to serve three years. The original members, whose terms of service expired previous to Oct. 1, 1865, were mustered out June 4, 1865. The enlisted men of the Sixteenth Maine Volunteers and First Maine Sharpshooters, whose term of service had not expired, were transferred to this organization June 5 and June 21, 1865. The whole regiment was mustered out of the United States service July 16, 1865.

This regiment had its term of service in the Army of the Potomac. It participated in the battle of Antietam, and at the battle of Fredericksburg was under a hot and galling fire of thirty-six hours. It was engaged at the battle of Chancellorsville, and at the battle of Gettysburg it was hotly engaged. In this engagement, it lost 3 officers killed and 134 enlisted men, killed and wounded. Took part in the engagement at Bristow and Rappahannock Stations, Mine Run, Wilderness, Spottsylvania, North Anna, Bethesda Church, Hatcher's Run, Petersburg, Weldon Railroad, and Peeble's Farm.

In this regiment, the following Eastporters are credited with service:—

- Co. B. William F. Gould, private. Transferred from Second Infantry.
- Co. A. William J. Canday, private. Transferred from Second Infantry.
- Co. E. Alexander Stinson, private. Transferred from First Maine Sharpshooters. Transferred to Co. I, Twentieth Maine.

THE TWENTY-FIFTH REGIMENT.

This regiment was organized at Portland, Me., Sept. 29, 1862, to serve nine months, and mustered out of service July 10, 1863. It had its service in the Army of the Potomac. No battles recorded.

In this regiment, the only Eastport boy whose name is mentioned is:—

John H. Knight. Commissioned first lieutenant of Co. H, Oct. 14, 1862.

THE TWENTY-SIXTH REGIMENT.

This regiment was organized at Bangor, Me., Oct. 11, 1862, to serve nine months, and mustered out of service Aug. 17, 1863.

This regiment had its service in the Army of the Potomac and the Department of the Gulf. Its term of service in the Army of the Potomac was of brief duration. It joined that army in October, 1862, and in December, 1862, joined Banks's expedition. Cos. A, F, D, I, arrived at New Orleans the middle of same month, and the remaining companies arrived the 1st of January, 1863. It joined in the reconnoissance to Port Hudson in March, 1863; was engaged with the enemy at Irish Bend, La., and met with severe loss. It was complimented on the field by General Grover for its bravery and discipline. After this engagement, it was engaged in supporting a battery at Port Hudson from May 30 to June 12, and participated in the assault on that invincible stronghold.

In this regiment, the following Eastport boys were enrolled in Co. H, and took an active part:—

George P. Potter, private. Promoted sergeant. Promoted first sergeant.

Eleazer G. Bibber, private.

Charles T. Eldridge, private.

James Eldridge, Jr., private.

William P. Higgins, private.

James B. Lawler, private.

John A. Lowe, private.

Joseph Morang, private. Died of disease June 21, 1863, at New Orleans.

Nathaniel Norwood, private. Died of disease May 6, 1863, at Bayou Boeuf, La.

James Peters, private. Discharged at hospital Feb. 27, 1863.

THE TWENTY-EIGHTH REGIMENT.

This regiment was organized at Augusta, Me., Oct. 18, 1862, to serve for the period of nine months, and mustered out of service Aug. 31, 1863.

This regiment had its service in the Department of the Gulf, and was engaged with the enemy at Donaldsonville and Port Hudson. Co. I of this regiment contained the names of the following Eastport boys: —

Walter F. Bradish, private.

Edward A. Mack, private.

George McDermid, private. Died of disease Aug. 21, 1863, at Indianapolis, Ind.

Harlan P. Parsons, private. Promoted corporal and sergeant.

Co. E contained Charles H. Owen, private.

THE TWENTY-NINTH REGIMENT.

This regiment, with the exception of Cos. A and D, was organized at Augusta, Me., from Nov. 13, 1863, to January, 1864, to serve three years. Cos. A and D were transferred from the Tenth Maine Battalion. Co. A was mustered out Oct. 18, 1864. Captain Butler's unassigned company Maine infantry, organized Sept. 16, 1864, to serve one year, was assigned to the regiment as Co. A, after the muster out of service of the former Co. A.

This regiment had its term of service in the Departments of the Gulf, Virginia, and the South. It was engaged at Sabine Cross Roads, Mansfield, Pleasant Hill, Cane River Crossing, La., in battles of Winchester, Fisher's Hill, and Cedar Creek, Va.; performed guard duty at Washington Arsenal over the assassins of President Lincoln.

Joseph Berwin, private, Co. A, afterward transferred to Co. H, was the only Eastport man on the rolls of this regiment.

THE THIRTIETH REGIMENT.

This regiment was organized at Augusta, Me., from Dec. 12, 1863, to June 8, 1864, for three years. The enlisted men of the Thirteenth Maine Volunteers, whose term of service had not expired at the date of muster out of that regiment, were transferred to this organization Nov. 18, 1864. The entire regiment was mustered out of service Aug. 20, 1865.

This regiment had its period of service in the Departments of the Gulf and Virginia. It took an honorable part in the battles of Sabine Cross Roads and Pleasant Hill, La. In both these engagements, it lost 11 killed, 66 wounded, and 71 missing. It took a prominent part in the engagement at Cane River Crossing, La., and lost 2 officers and 10 enlisted men killed, 2 officers and 67 enlisted men wounded, and 7 enlisted men missing. While in service in the Department of Virginia, it guarded Washington, and was also on guard duty at Washington Arsenal, where the trial of the conspirators was being held.

In this regiment, Eastport boys were enrolled as follows:—

- Co. D. George T. Gillespie, private. Transferred to Fourteenth Regiment Rhode Island Heavy Artillery.
- Charles A. Gillespie, private. Transferred to Fourteenth Regiment Rhode Island Heavy Artillery.

- William Gillespie, private. Transferred to Fourteenth Regiment Rhode Island Heavy Artillery.
- Co. F. Charles E. Munson, private. Transferred from Co. K, Thirtieth Infantry. Missing July 16, 1865.
- Co. K. Charles E. Munson, private. Transferred to Co. F.

THE THIRTY-FIRST REGIMENT.

This regiment was organized at Augusta, Me., from March 1, 1864, to April 29, 1864, for three years. There were two unassigned companies of Maine volunteers organized in October, 1864, and assigned to this regiment as Cos. L and M. The Thirty-second Maine Volunteers was consolidated with this regiment Dec. 12, 1864, and the entire regiment mustered out of service July 15, 1865.

This regiment had its service in the Army of the Potomac, and participated in the battle of the Wilderness, in which it lost heavily in killed and wounded. At Spettsylvania, it lost 12 killed, 75 wounded, and 108 missing. It was also engaged at Tolopotomy, Bethesda Church, Cold Harbor, Petersburg, Weldon Railroad, Poplar Springs Church, and Hatcher's Run.

William Hickey, private, Co. B, and Robert F. Parker, private (promoted corporal), and John Hunter, private, Co. L, appear to be the only Eastport boys who did service in this regiment. Hunter died April 2, 1865.

THE COAST GUARD BATTALION.

This battalion, composed of seven companies, was organized at Belfast, Augusta, and Eastport, Me., from March 18, 1864, to March 2, 1865, to serve one, two, and three years. It was mustered out by companies, as follows: Co. A, May 25, 1865; Co. B, June 24, 1865; Co. G, July 6, 1865; Cos. E and F, July 7, 1865; and Cos. C and D, Sept. 6, 1865.

Co. C (Captain Thomas P. Hutchinson) was mustered into

the United States service at Eastport, Me., May 16, 1864, to serve three years, and was stationed at Fort Sullivan, Me.

The following Eastporters were enrolled in this company:

Andrew J. Gibson. Commissioned second lieutenant April 24, 1864. Promoted first lieutenant May 5, 1864. Mustered out Sept. 6, 1865.

Samuel W. Doty, private.	James M. Laskey, private.
John Enright, private.	John Laskey, private.
Horace W. Grass, private.	Robert H. Mullineaux, private.
Robert Huntley, private.	Charles Munson, private.
Albert Harrington, private.	Morgan D. Owen, private.
James Keirstead, private.	Stillman Rhodes, private.
Andrew J. Kinney, private.	William T. Robinson, private.
David E. Kinney, private.	Jesse Scarles, private.
	Gleason S. Sumner, private.

UNASSIGNED MAINE INFANTRY.

This company (Captain Samuel L. Gilman) was organized April 14, 1865, remained at Augusta, Me., and was mustered out of the service at that place May 19, 1865.

The name of William McLaughlin, private, appears to be the only Eastport boy in this company.

RECORD OF EASTPORT MEN WHO SERVED IN OTHER THAN MAINE REGIMENTS DURING THE WAR OF THE REBELLION, ARRANGED ACCORDING TO THE ORDER OF STATES.

NEW HAMPSHIRE.

THE THIRTEENTH REGIMENT OF INFANTRY.

This regiment was organized at Concord, N.H., Sept. 20, 1862, for three years. The original members were mustered out June 21, 1865, and the remaining men transferred to the Second Regiment New Hampshire Volunteers. This regiment had its service in the Army of the Potomac, and

distinguished itself at Fredericksburg, Siege of Suffolk, Walthall Junction, Swift Creek, Kingsland Creek, Drury's Bluff, Cold Harbor, Petersburg, and Battery Harrison.

Charles C. Favor, private, Co. H. Mustered in Nov. 27, 1862. Promoted sergeant-major March 7, 1863. Promoted to second lieutenant, Co. B, Nov. 28, 1863. Honorably discharged Sept. 5, 1864.

THE FOURTEENTH REGIMENT OF INFANTRY.

This regiment was organized at Concord, N.H., Sept. 24, 1862, for three years. It was mustered out of service July 8, 1865. This regiment had its service in the Army of the Potomac, Department of the Gulf, and Department of the South. It lost in the engagement at Opequan 13 officers and 130 men killed, wounded, and prisoners. It was engaged at Fisher's Hill. In its period of service, it lost by death above two hundred men and officers. Seventy of these fell in battle or died of their wounds. The remainder sank under disease brought on in the discharge of their duty in unhealthy climates.

George W. Swett, private, Co. D. Mustered in Sept. 23, 1862. Mustered out June 11, 1865.

MASSACHUSETTS.

FIRST CAVALRY.

Cos. A to H of this regiment were organized at Readville, Mass., from Sept. 5, 1861, to Nov. 1, 1861, for three years. Cos. I to M, inclusive, of the original organization were detached Aug. 4, 1863, to form an independent battalion of cavalry, to which eight new companies were added Feb. 12, 1864, forming the Fourth Massachusetts Cavalry. Four new companies were raised from Dec. 5, 1863, to Jan. 14, 1864, to take the place of the transferred companies. The original mem-

bers were mustered out, and the veterans and recruits consolidated into eight companies, Oct. 24, 1864. Mustered out of service June 29, 1865. It had its service in the Army of the Potomac, and participated in the following engagements: Poolesville, South Mountain, Antietam, Fredericksburg, Chancellorsville, Brandy Station, Aldie, Upperville, Gettysburg, Williamsport, Culpepper, Auburn, Todd's Tavern, Fortifications of Richmond, Vaughan Road, St. Mary's Church, Cold Harbor, and Bellefield.

Charles McCullough, private, Co. A. Mustered in Aug. 23, 1862. Discharged expiration term of service, Oct. 24, 1864.
William H. Martin, private, Co. G. Mustered in Oct. 10, 1861. Discharged expiration term of service, Oct. 31, 1864.

THIRD CAVALRY.

This regiment, with the exception of Cos. I, L, and M, was organized as the Forty-first Infantry at Boxford and Lynnfield, Mass., from Aug. 31, 1862, to Nov. 1, 1862, for three years. Its designation was changed to the Third Cavalry July 22, 1863. Cos. A, B, and C, Battalion Second Massachusetts Cavalry, unattached, Gulf Squadron, organized at Lowell, Mass., Dec. 27, 1861, for three years, were assigned to this regiment, as follows: Cos. A and B as Co. M; Co. C as Co. L. The former was mustered out Jan. 31, 1865; the latter, Dec. 27, 1864. Two new companies were organized at Readville, Mass., February, 1865, to serve one year, and assigned to this regiment as Cos. L and M. The regiment, consolidated into a battalion of six companies July 21, 1865, was mustered out Sept. 28, 1865.

This regiment had its service in the Department of the Gulf and the Army of the Potomac. It participated in the following engagements: Irish Bend, Henderson Hill, Cane River, Port Hudson, Sabine Cross Roads, Muddy Bayou,

Piny Woods, Red River Campaign, La., Opequan, Fisher's Hill, Snag Point, Winchester, Cedar Creek, and others in Virginia.

- Reed B. Granger, sergeant, Co. G. Commissioned second lieutenant June 17, 1863. Promoted first lieutenant March 6, 1864. Acting provost marshal general middle military division. Resigned May 27, 1865. (See Ninth Infantry.)
- Calvin G. Tuttle, private, Co. L. Mustered in Sept. 26, 1861. Died April 14, 1863, at Baton Rouge, La.
- Robert Hunter, private, Co. M. Mustered in Nov. 19, 1861. Discharged Aug. 29, 1863, for disability.

THE FIRST REGIMENT OF HEAVY ARTILLERY.

This regiment was organized at Boston, Mass., from July 5, 1861, to March 26, 1862, for three years. The original members were mustered out of service as their terms expired, and the remaining members mustered out Aug. 16, 1865. It had its service in the Army of the Potomac, and participated in the following engagements: Spottsylvania, North Anna, Tolopotomy, Cold Harbor, Petersburg, Strawberry Plains, Deep Bottom, Poplar Springs Church, Boydton Road, Hatcher's Run, Duncan's Run, and Vaughan Road.

- Nathaniel S. Chambers, private, Co. A. Mustered in July 5, 1861. Discharged Nov. 4, 1863, to re-enlist. Re-enlisted Nov. 5, 1863. Died of disease Feb. 16, 1865, at Patrick Station, Va.

THE EIGHTH BATTERY OF LIGHT ARTILLERY.

This battery was a volunteer battery, which served for six months in 1862. No battles are recorded.

- Seward B. Davis, corporal. Mustered in May 30, 1862. Discharged expiration term of service, Nov. 29, 1862.

THE NINTH BATTERY OF LIGHT ARTILLERY.

This battery was organized at Lynnfield, Mass., Aug. 10, 1862, for three years, and was mustered out of service June 6, 1865. It had its service in the Army of the Potomac, and took part in the following engagements: Gettysburg, Mine Run, Spottsylvania, North Anna, Tolopotomy, Bethesda Church, Petersburg, Weldon Railroad, and Hatcher's Run.

John K. Norwood, private. Mustered in Aug. 10, 1862. Discharged for disability Feb. 1, 1864.

THE FIRST REGIMENT OF INFANTRY.

This regiment was organized at Boston, Mass., June 15, 1861, for three years, and was mustered out May 25, 1864. It had its service in the Army of the Potomac, and was engaged in the following battles: First Bull Run, Williamsburg, Fair Oaks, Glendale, and other battles on the Peninsula, Kettle Run, Second Bull Run, Chantilly, Fredericksburg, Chancellorsville, Gettysburg, Locust Grove, Wilderness, and Spottsylvania.

John Abrams, private, Co. A. Mustered in May 23, 1861. Wounded at Williamsburg and Second Bull Run. Discharged for disability Jan. 7, 1863. (See Maine.)

THE FIFTH REGIMENT OF INFANTRY.

This regiment was organized at Wenham, Mass., September, 1862, for nine months, and was mustered out July 2, 1863. It had its service in the Department of the South. It was engaged at Kinston, Whitehall, Goldsboro, Cove Creek.

Joseph S. Nutter, corporal, Co. C. Mustered in Sept. 16, 1862. Mustered out July 2, 1863.

THE SIXTH REGIMENT OF INFANTRY.

This regiment was organized at Boston and Lowell, Mass., from Aug. 31 to Sept. 8, 1862, for nine months, and was mustered out June 3, 1863. This regiment had its service in the Army of the Potomac. It will ever hold a proud place in the history of the Rebellion. Its passage through Baltimore on the 19th of April, 1861, on its way to Washington, the assault upon it by the mob of Baltimore, the life-blood shed upon the streets of that city, the first in the war, would alone forever render this regiment historical. It was the first in the three months' service, and was the first in the nine months' service. It was engaged on the Black-water, Siege of Suffolk, and Hebron Church.

Mendall Spencer, private, Co. K. Mustered in April 22, 1861.
Expiration term of service, Aug. 2, 1861.

THE EIGHTH REGIMENT OF INFANTRY.

This regiment was organized at Boxford, Mass., from Sept. 15 to Oct. 30, 1862, for nine months, and was mustered out Aug. 7, 1863. This regiment had its service in the Department of the South and Army of the Potomac. No battles recorded.

Edward A. Mack, private, Co. D. Mustered in July 18, 1864.
Expiration term of service, Nov. 16, 1864. (See Pennsylvania.)

THE NINTH REGIMENT.

This regiment was organized at Boston, Mass., June 11, 1861, for three years, and was mustered out June 21, 1864. This regiment had its term of service in the Army of the Potomac, and took part in the following engagements: battles on the Peninsula, Fredericksburg, Chancellorsville, Mine Run, Wilderness, Spottsylvania, North Anna River, Po River, Bethesda Church, Shady Oak, and Cold Harbor.

Reed B. Granger, hospital steward. Mustered in June 11, 1861.
Discharged for disability Feb. 18, 1862. (See Third Cavalry.)

THE ELEVENTH REGIMENT OF INFANTRY.

This regiment was organized at Boston, Mass., June 13, 1861, for three years. On the expiration of its term of service, the original members, except veterans, were mustered out. The veterans and recruits, together with the veterans and recruits of the Sixteenth Massachusetts Volunteers, which were transferred to this regiment July 11, 1864, were consolidated into a battalion of seven companies, and mustered out July 14, 1865. This regiment had its service in the Army of the Potomac, and participated in the following engagements: First Bull Run, Yorktown, Williamsburg, Fair Oaks, Savage Station, Glendale, Malvern Hill, Bristow Station, Second Bull Run, Chantilly, Fredericksburg, Chancellorsville, Gettysburg, Kelly's Ford, Locust Grove, Wilderness, Spottsylvania, North Anna, Tolopotomy, Cold Harbor, Petersburg, Strawberry Plains, Deep Bottom, Poplar Springs Church, and Boydton Road.

Patrick Kinney, sergeant, Co. H. Mustered in June 13, 1861.
Transferred to Veteran Reserve Corps April, 1864.

THE THIRTEENTH REGIMENT OF INFANTRY.

This regiment was organized at Boston, Mass., from July 16 to Aug. 1, 1861, for three years, and mustered out Aug. 1, 1864. It had its service in the Army of the Potomac, and participated in the following engagements: Second Bull Run, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Wilderness, Spottsylvania, North Anna River, Cold Harbor, and Petersburg.

Daniel E. Knox, private, Co. C. Mustered in July 16, 1861.
Discharged for disability Feb. 17, 1863. Wounded. (See Navy.)

THE NINETEENTH REGIMENT OF INFANTRY.

This regiment was organized at Lynnfield, Mass., Aug. 28, 1861, to serve three years. On the expiration of its term of service, the original members (non-veterans) were mustered out, and the regiment, composed of veterans and recruits, retained in service until June 30, 1865, when mustered out in accordance with orders. The regiment had its service in the Army of the Potomac, and was engaged in the following battles: Ball's Bluff, Yorktown, West Point, Fair Oaks, Peach Orchard, Savage Station, White Oak Swamp, Malvern Hill, Second Bull Run, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Bristow Station, Mine Run, Wilderness, Spottsylvania, Toloatomy, Cold Harbor, Petersburg, Deep Bottom, Ream's Station, and Boydton Road.

Jonah Franklin Dyer, credited to Rockport, Mass., was commissioned surgeon Aug. 22, 1861, and mustered out of service Aug. 28, 1864. Served as surgeon-in-chief of Second Division, Second Army Corps, on the staff of Major-generals Howard, Gibbon, and Webb, and at times medical director of the Second Army Corps under Major-generals Hancock and Couch.

THE TWENTY-SECOND REGIMENT OF INFANTRY.

This regiment was organized at Lynnfield and Boston, Mass., from Sept. 4 to Oct. 26, 1861, for three years, and mustered out Oct. 17, 1864. This regiment had its service in the Army of the Potomac, and participated in the following engagements: battles before Richmond, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Rappahannock Station, Wilderness, Laurel Hill, Spottsylvania, Jericho Ford, Little River, Toloatomy, Bethesda Church, Shady Grove Church, and Petersburg.

Frank B. Smith, private, Co. B. Mustered in Sept. 2, 1861. Discharged for disability Nov. 30, 1862.

THE TWENTY-THIRD REGIMENT OF INFANTRY.

This regiment was organized at Annapolis, Md., Sept. 28, 1861, for three years. On expiration of term of service, the original members, not veterans, were mustered out, and the veterans and recruits mustered out June 25, 1865. It had its service in the Army of the Potomac and Department of the South, and participated in the following engagements: Roanoke, New Berne, Rawle's Mills, Kinston, Goldsboro, Wilcox Bridge, Winton, Smithfield, Heckman's Farm, Arrowfield Church, Drury's Bluff, Cold Harbor, and other battles before Richmond.

John Coad, Jr., private, Co. H. Mustered in Oct. 8, 1861. Discharged for disability Oct. 7, 1862.

Isaac H. Edgett, sergeant, Co. A. Mustered in Sept. 28, 1861. Promoted sergeant-major Jan. 12, 1863. Promoted second lieutenant May 5, 1863. Promoted first lieutenant and adjutant Dec. 16, 1863. Promoted captain Oct. 14, 1864. Expiration of service June 25, 1865.

THE TWENTY-SIXTH REGIMENT OF INFANTRY.

This regiment was organized at Lowell, Mass., Nov. 4, 1861, for three years. Original members mustered out Nov. 7, 1864, and remaining men consolidated into a battalion of five companies, mustered out Aug. 26, 1865. This regiment had its service in the Army of the Potomac, and participated in the following engagements: Winchester, Cedar Creek, and Fisher's Hill.

James C. Wood, private, Co. K. Mustered in Oct. 25, 1861. Missing Nov. 15, 1862.

THE THIRTY-THIRD REGIMENT OF INFANTRY.

This regiment was organized at Springfield, Mass., Aug. 13, 1862, for three years, and mustered out June 11, 1865.

It had its service in the Army of the Potomac and Department of the South, and participated in the following battles: Fredericksburg, Chancellorsville, Beverly Ford, Gettysburg, Lookout Mountain, Missionary Ridge, and the battles of General Sherman's grand army.

Nathaniel Daggett, private, Co. K. Mustered in Aug. 8, 1862. Discharged for disability Feb. 11, 1863. The rolls of the regiment show he belongs to Eastport, but he claims Grand Menan.

THE FORTY-FOURTH REGIMENT.

This regiment was organized at Readville, Mass., Sept. 12, 1862, for nine months, and mustered out June 18, 1863. It had its service in the Department of the South, and was engaged at Rawle's Mill, Kinston, Whitehall Bridge, Goldsboro, Siege of Washington, N.C., and Hill's Point.

Joseph C. Noyes, private, Co. A. Mustered in Sept. 12, 1862. Discharged June 18, 1863.

Silas T. Shackford, private, Co. A. Mustered in Sept. 12, 1862. Discharged June 18, 1863.

THE FORTY-FIFTH REGIMENT OF INFANTRY.

This regiment was organized at Readville, Mass., from Sept. 26 to Oct. 28, 1862, for nine months, and mustered out July 7, 1863. It had its service in the Department of the South, and was engaged at Kinston and Whitehall.

Reuben Edgett, private, Co. A. Mustered in Sept. 26, 1862. Discharged July 7, 1863.

NEW YORK.

THE THIRD REGIMENT OF CAVALRY.

This regiment (called the Van Allen Cavalry) was organized at New York City, from July 17, 1861, to Aug. 22,

1861, for three years. On the expiration of its term of service, the original members (except veterans) were mustered out, and the regiment, composed of veterans and recruits, retained in service. It was consolidated with the Seventh New York Cavalry July 21, 1865. It had its service in the Army of the Potomac, and was engaged in the following battles: Petersburg, Stony Creek, and Derbytown Road, Va.

Daniel W. Newcomb, sergeant, Co. K. Killed in action at Pollocksville, N.C., July 26, 1862.

THE ELEVENTH REGIMENT OF INFANTRY.

This regiment (called First Fire Zouaves) was organized in New York City, N.Y., in May, 1861, for the war. It was mustered out of service June 2, 1862. The only battle in which this regiment took part was the First Bull Run, in which it lost 24 killed, 46 wounded, and 52 missing, many of the latter taken prisoners. The regiment was unfortunate. In the death of Colonel E. Elmer Ellsworth, its able commander, who was shot and killed by a rebel named Jackson at the Marshall House in Alexandria, Va., it lost the embodiment of the pivotal idea in its organization; and demoralization naturally followed, which necessitated the return of the regiment to New York and its muster out.

Edward B. Knox. Commissioned first lieutenant, Co. A, May 7, 1861. Honorably mustered out Aug. 4, 1861. (See Forty-fourth New York Volunteers.)

THE TWENTY-SEVENTH REGIMENT OF INFANTRY.

This regiment was organized at Elmira, N.Y., May 21, 1861, for two years, and was mustered out May 31, 1863. The regiment had its service in the Army of the Potomac, and was engaged in the Siege of Yorktown, battles of Gaines's Mill, Chickahominy, Charles City Cross Roads,

Malvern Hill, Second Bull Run, South Mountain, Antietam, Fredericksburg, and Rappahannock Station.

William H. McMahon, born in Eastport, Me., 1839, private, Co. G. Promoted ensign, Co. K, Sept. 11, 1862. Second lieutenant Nov. 21, 1862, and from time to time to lieutenant-colonel. Was wounded at Bull Run and South Mountain.

THE FORTIETH REGIMENT OF INFANTRY.

This regiment (Mozart Regiment) was organized at Yonkers, N.Y., June 27, 1861, for three years. The Eighty-seventh New York Regiment was consolidated with this regiment in September, 1862, and this organization again consolidated May 25, 1863, to receive a battalion of the Thirty-eighth New York Volunteers, formerly of the Fifty-fifth New York Volunteers, and the veterans and recruits of the Thirty-seventh New York Volunteers, original members (except veterans), mustered out in July, 1864. The Seventy-fourth New York was consolidated with it July 27, 1864, and was mustered out June 27, 1865. The regiment had its service in the Army of the Potomac, and was engaged in the following battles: Yorktown, Williamsburg, Fair Oaks, Glendale, Malvern Hill, Second Bull Run, Chantilly, Fredericksburg, Chancellorsville, Gettysburg, Mine Run, Wilderness, Po River, Spottsylvania, North Anna, Tolopotomy, Cold Harbor, Petersburg, Strawberry Plains, Deep Bottom, and Boydton Road.

George E. Harrington, private, Co. C. Mustered in June 14, 1861. Promoted color-sergeant. In active service First Bull Run and Petersburg. Wounded at Malvern Hill and Chancellorsville. Mustered out Nov. 23, 1864.

THE FORTY-FOURTH REGIMENT OF INFANTRY.

This regiment (People's Ellsworth Regiment) was organized in Albany, N.Y., from Aug. 30, 1861, to Oct. 29, 1861,

for three years, and mustered out Oct. 11, 1864. The veterans and recruits were transferred to the One Hundred and Fortieth and One Hundred and Forty-sixth New York Volunteers. This regiment had its service in the Army of the Potomac. The list of battles engaged in is as follows: Siege of Yorktown, action of Hanover Court-house, battles of Fredericksburg, Chancellorsville, Gettysburg, Spottsylvania, Rappahannock Station, Wilderness, Siege of Petersburg, and battle of Weldon Railroad.

Edward B. Knox. Commissioned first lieutenant and adjutant Sept. 25, 1861. Promoted captain, Co. D, July 4, 1862. Promoted major July 14, 1862. Commissioned lieutenant-colonel Aug. 27, 1863. Honorably mustered out Oct. 11, 1864. Brevetted captain, U.S.A., March 2, 1867, for gallant and meritorious service at the battle of Hanover Court-house, Va. Brevetted major, U.S.A., March 2, 1867, for gallant and meritorious service at the battle of Gettysburg, Pa. Brevetted lieutenant-colonel, U.S.A., March 2, 1867, for gallant and meritorious service at the battle of Spottsylvania. Wounded at Hanover Court-house and Spottsylvania. (Subsequent service in regular army after War of Rebellion closed omitted.)

THE SIXTY-NINTH REGIMENT OF INFANTRY.

This regiment (First Regiment Irish Brigade) was organized at New York City, from Sept. 7, 1861, to Nov. 17, 1861, for three years. On the expiration of its service, the original members (except veterans) were mustered out, and the regiment, composed of veterans and recruits, mustered out June 30, 1865. This regiment had its service in the Army of the Potomac, and was engaged in the following battles: Yorktown, Fair Oaks, Gaines's Mill, Savage Station, Peach Orchard, White Oak Swamp, Malvern Hill, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Bristow Station, Mine Run, Wilderness, Po River, Spottsylvania, North

Anna, Tolopotomy, Cold Harbor, Petersburg, Strawberry Plains, Deep Bottom, and Ream's Station.

John Libby, private, Co. G. Mustered in Oct. 12, 1861. Died Dec. 11, 1862. Amputation of leg resulting from wounds received in action at Antietam.

THE EIGHTY-THIRD REGIMENT OF INFANTRY.

This regiment (Ninth New York State Militia) was organized principally at New York City, from May to August, 1861, for three years. On the expiration of its term of service, the original members (except veterans) were mustered out, and the veterans and recruits transferred to the Ninety-seventh New York Volunteers. This regiment had its service in the Army of the Potomac.

List of battles not given in orders.

Joseph M. Roberts, private, Co. C. Mustered in Oct. 5, 1861. Wounded at Antietam and First Fredericksburg. Transferred to Co. C, Ninety-seventh New York Infantry.

THE ONE HUNDRED AND TWENTIETH REGIMENT OF INFANTRY.

This regiment was organized at Kingston, N.Y., in August, 1862, for three years, and was mustered out June 3, 1865. It had its service in the Army of the Potomac, and was engaged in the following battles: Fredericksburg, Chancellorsville, Spottsylvania, Gettysburg, Wilderness, North Anna, Tolopotomy, Cold Harbor Petersburg, Boydton Road, Strawberry Plains, Deep Bottom, and Poplar Springs Church.

William A. Norton, commissioned second lieutenant, Co. C, Aug. 15, 1862. Promoted first lieutenant April 13, 1863. Honorably discharged on account of physical disability Aug. 28, 1863.

THE ONE HUNDRED AND FIFTY-FIFTH REGIMENT OF INFANTRY.

This regiment was organized in the State of New York at large in November, 1862, for three years, and was mustered out July 15, 1865. It had its service in the Army of the Potomac, and participated in the following engagements: Suffolk, Spottsylvania, North Anna, Tolopotomy, Cold Harbor, Petersburg, Strawberry Plains, Deep Bottom, Ream's Station, and Boydton Road.

Patrick McGowan, private, Co. K. Mustered in Nov. 19, 1862. Taken prisoner and paroled. Promoted corporal and sergeant. Honorably discharged April 28, 1865. Was commissioned second lieutenant, but not mustered.

PENNSYLVANIA.

THE ELEVENTH REGIMENT OF INFANTRY.

This regiment was organized at Harrisburg and Westmoreland County, Pennsylvania, Dec. 11, 1861, for three years. On the expiration of its term of service, the original members (except veterans) were mustered out, and the organization, composed of veterans and recruits, mustered out July 1, 1865. This regiment had its service in the Army of the Potomac, and was engaged in the following battles: Cedar Mountain, Gainesville, Second Bull Run, Chantilly, Antietam, Fredericksburg, Chancellorsville, Gettysburg, Mine Run, Wilderness, Spottsylvania, North Anna, Tolopotomy, Bethesda Church, Petersburg, and Weldon Railroad.

Fred. S. Bradbury, private, Co. C, Nov. 26, 1864. (Transferred from Ninetieth Pennsylvania Infantry.) Died at Salisbury, N.C., Dec. 16, 1864.

THE TWENTY-NINTH REGIMENT OF INFANTRY.

This regiment was organized at Philadelphia, Pa., July 1, 1861, to serve three years, and mustered out July 11, 1865. This regiment had its service in the Army of the Potomac and Department of the South.

List of battles not given in orders.

Edward A. Mack, private, Co. B. Mustered in Jan. 30, 1865, for one year. Mustered out July 17, 1865. (See Massachusetts.)

MARYLAND.

THE THIRD REGIMENT OF CAVALRY.

This regiment was organized at Baltimore, Md., from Aug. 8, 1863, to Jan. 9, 1864, for three years. Mustered out Sept. 7, 1865. It had its service in the Departments of the Gulf and Mississippi.

List of battles not given in orders.

Joseph S. Claridge, assistant surgeon, March 22, 1864. (See Navy.)

LOUISIANA.

THE FIRST REGIMENT OF CAVALRY.

This regiment was organized at New Orleans, La., from August, 1862, to December, 1863, for one, two, and three years. The Second Louisiana Cavalry was consolidated with it Sept. 7, 1864. The regiment was mustered out Dec. 18, 1865. It had its service in the Department of the Gulf, and participated in the following engagements: Georgia Landing, Cotten, and Port Hudson.

George H. Mack, private, Co. H. Mustered in Sept. 30, 1863. Mustered out with company Dec. 18, 1865.

ILLINOIS.

THE FOURTH REGIMENT OF CAVALRY.

This regiment was organized at Ottawa, Ill., from Sept. 26 to Oct. 17, 1861, for three years. Consolidated with Twelfth Illinois Cavalry June 14, 1865.

No battles reported in orders.

James Sherlock. Commissioned second lieutenant, Co. A, Sept. 26, 1861. Resigned June 3, 1863.

THE FIRST REGIMENT OF LIGHT ARTILLERY.

This battery was organized at Cairo, Ottawa, Camp Douglas, Springfield, Chicago, and Camp Yates, Ill.; namely, Batteries A and B, July 16, 1861. The former was mustered out July 10, 1865, the latter July 26, 1865.

Battery A was engaged in the following battles: Fort Donelson, Chickasaw Bayou, Siege of Vicksburg, Shiloh, Arkansas Post, Champion Hills, and Jackson.

Oliver F. Shead, private, Battery A. Mustered in July 16, 1861. Discharged for disability Oct. 10, 1861.

Battery B was engaged in the following battles: Belmont, Fort Donelson, Shiloh, Chickasaw Bayou, Arkansas Post, Siege of Vicksburg.

George T. Hatch, private, Battery B. Mustered in July 16, 1861. Mustered out as corporal July 23, 1864.

THE EIGHTY-EIGHTH REGIMENT OF INFANTRY.

This regiment was organized at Chicago, Ill., Aug. 27, 1862, for three years. It was mustered out of service June 9, 1865. It was engaged in the battles of Kenesaw Mountain, Peach Tree Creek, Ga., Stone River, Jonesboro, Resaca,

Chickamauga, Dallas, Missionary Ridge, Adairsville, Perryville, and Franklin.

Alexander S. Chadbourne. Commissioned lieutenant-colonel Aug. 27, 1862. Slightly wounded at battle of Chickamauga. Resigned Oct. 14, 1863.

IOWA.

THE FOURTH REGIMENT OF INFANTRY.

This regiment was organized in the State of Iowa at large, June to August, 1861, for three years. Mustered out July 24, 1865. It was engaged in the battles of Kenesaw Mountain, Atlanta, Jonesboro, Marietta, Chickasaw Bayou, Arkansas Post, Siege of Vicksburg, Grand Gulf, Jackson, Lookout Mountain, and Missionary Ridge.

William F. Goold, first sergeant, Co. B, July 10, 1861. Promoted second lieutenant Oct. 11, 1861. Resigned Jan. 22, 1862.

WISCONSIN.

THE FIRST REGIMENT OF INFANTRY.

This regiment was organized at Milwaukee, Wis., Oct. 8, 1861, for three years. The original members (except veterans) were mustered out Oct. 13, 1864, and the veterans and recruits transferred to the Twenty-first Wisconsin Infantry. It was engaged in the battles of Chaplin Hills, Stone River, Chickamauga, Dallas, Nashville, Kenesaw Mountain, Jonesboro, Chattanooga, and Atlanta.

William Farron, private, Co. A. Mustered in Oct. 8, 1861. Transferred to Co. H same regiment. Died at Andersonville, Ga., Aug. 20, 1864.

MISSOURI.

SEVENTH REGIMENT ENROLLED MISSOURI MILITIA.

- E. C. Pike, lieutenant-colonel. Commissioned Sept. 25, 1862, to date Sept. 23, 1862. Brigadier-general First Brigade of Enrolled Missouri Militia. Commanded the First Military District of Missouri. He assumed command April 1, 1864. He assumed command of the post of Washington, Mo., Oct. 11, 1864. On Oct. 24, 1864, he removed his head-quarters to Franklin, Mo., and assumed command of all the troops at Hermann, Washington, Franklin, and detachments at bridges on South-west Branch Pacific Railroad. Turned over his command at Franklin to Colonel D. Q. Gale, commanding Fifty-fourth Regiment Enrolled Missouri Militia, pursuant to orders, and on the 1st of November, 1864, arrived in St. Louis with his staff and Co. A, First Battalion Cavalry.
- William Snow Dyer, surgeon. Commissioned Nov. 7, 1862, to date Nov. 4, 1862. Resigned July 27, 1863.

CALIFORNIA.

THE FIRST REGIMENT OF CAVALRY.

This regiment was organized at San Francisco, Sacramento, Stockton, and Camp Merchant, Cal., from August, 1861, to Dec. 31, 1863, for three years. It was mustered out by companies at different dates from March 6 to Oct. 19, 1866. It was engaged in the following battles: Pechacho Pass, White Mountains, Tularosa Valley, Indian Village, Oregon Mountains, Bent's Old Fort, Sacramento Mountains, Croton Springs, and Lamónico Springs.

- Henry J. Hathaway, sergeant, Co. I. Enlisted March 23, 1863. Commissioned second lieutenant, Co. L, April 29, 1865. Discharged for disability July 5, 1865.

THE SECOND REGIMENT OF CAVALRY.

This regiment was organized at San Francisco, Cal., from Sept. 5 to Oct. 18, 1861, for three years. Mustered out by companies at different dates from Feb. 1 to July 12, 1866. It was engaged in the following battles: Owen's River, Apache Pass, Madelaine Plains, Bear River, Owen's Valley, Cedar Fork, Spanish Fork Cañon, Big Pine Creek, Keysville, Clear Fork, Pine Forest District, Fish Creek, and Rock Cañon.

E. H. Savage, private, Co. B. Mustered in Oct. 24, 1864. Missing from Dun Glen Nov. 12, 1865.

THE FIRST REGIMENT OF INFANTRY.

This regiment was organized at San Francisco, Sacramento, Orville, and Amador, Cal., from August to October, 1861, for three years. Mustered out by companies from Sept. 15 to Oct. 21, 1866.

It was engaged in the battle of Rio de las Animas.

John B. Savage, private, Co. K. Mustered in Dec. 16, 1861. Discharged on expiration term of service at Fort Union, N.M.

Hancock's First Army Corps (United States Veteran Volunteers).

THE FOURTH REGIMENT OF INFANTRY.

This regiment was organized at Camp Stoneman, D.C., from December, 1864, to May, 1865, for one, two, and three years, and was mustered out by detachments from March 1 to Aug. 6, 1866.

James Finn, private, Co. I. Mustered in March 5, 1865. Mustered out on individual roll March 14, 1866.

Levi Flood, private, Co. I. Mustered in Feb. 28, 1865. Transferred to Co. H, and mustered out with that company Aug. 3, 1866, as first sergeant.

Charles McGregor, private, Co. I. Mustered in March 20, 1865. Mustered out as corporal March 19, 1866.

James Mooney, private, Co. I. Mustered in Feb. 25, 1865.

Hiram F. Swett, private, Co. I. Mustered in March 15, 1865. Mustered out on detached roll March 15, 1866.

Veteran Reserve Corps.

THE TENTH REGIMENT.

This regiment was organized at New York City Oct. 10, 1863, and mustered out by detachments between July 1 and Nov. 28, 1865.

Charles W. Bibber, private, Co. F. Transferred from Co. B, Ninth Maine, Sept. 1, 1863. Mustered out Aug. 1 or 3, 1865.

Charles E. Harris, private, Co. F. Transferred from Co. H, Ninth Maine Volunteers, Sept. 1, 1863. Regiment not known.

Patrick Kinney. Transferred from private, Co. H, Eleventh Massachusetts Volunteers, April, 1864.

United States Colored Troops.

THE ELEVENTH REGIMENT HEAVY ARTILLERY.

This regiment was organized at Providence, R.I., from Aug. 28, 1863, to Jan. 25, 1864, as the Fourteenth Regiment Rhode Island Colored Heavy Artillery, for three years. Mustered out Oct. 2, 1865.

It was engaged at Indian Village, La.

James E. Simmons, private. Mustered in Feb. 24, 1864. Mustered out Oct. 23, 1865.

THE FORTY-THIRD REGIMENT OF INFANTRY.

This regiment was organized at Philadelphia, Pa., from March 12 to June 2, 1864, for three years. Mustered out Oct. 20, 1865. Engaged in battles of Petersburg and Hatcher's Run.

George P. Gillespie, Charles A. Gillespie, William Gillespie, privates, Co. B. Mustered in June 30, 1864. (Transferred from Co. D, Thirtieth Maine Infantry.) Mustered out Oct. 20, 1865.

THE FORTY-FOURTH REGIMENT.

This regiment was organized at Chattanooga, Tenn., and Rome and Dalton, Ga., from April 7 to Sept. 16, 1864, for three years. Mustered out April 30, 1866. Engaged in battle of Nashville.

James E. Skanks, private. Mustered in March 5, 1864. Mustered out Oct. 20, 1865.

THE EIGHTIETH REGIMENT.

This regiment was organized at Port Hudson, La., Sept. 1, 1863, as the Eighth Regiment Infantry, Corps d'Afrique, for three years. Designation changed to Eightieth Regiment April 4, 1864. Mustered out March 1, 1867. Engaged in Siege of Port Hudson, La.

Leonard L. Potter. Commissioned captain July 17, 1865. Promoted major by brevet May 21, 1866.

Subsistence Department U.S. Army.

George Freeman Noyes. Appointed captain commissary of subsistence, United States Volunteers, April 21, 1862. Resigned March 22, 1864, per Special Orders 124, 1864. Served on staff of General Doubleday. Was brevetted major, lieutenant-colonel, and finally colonel for gallant and meritorious service during the war.

Benjamin L. Chadbourne. Appointed captain commissary of subsistence, United States Volunteers, March 2, 1864. Received the brevet of major. On duty in Washington, D.C., at the office of the Depot Commissary (General George Bell, commissary of subsistence, U.S.A., in charge) during the early part of 1864, and had charge of company savings. Later on, in 1864 and during 1865, on duty in office Commissary-General of Subsistence, in charge of the records of examination of commissaries of subsistence of volunteers, and was a valuable assistant to the Commissary-General of Subsistence. He was mustered out of service Sept. 1, 1865.

Regular Army of the United States.

THE SEVENTH INFANTRY.

This regiment was organized by act of Congress, approved June 26, 1812. Reorganized by consolidation of the Eighth, Tenth, Twenty-fourth, Thirty-sixth, Thirty-eighth, and Thirty-ninth Regiments of Infantry, approved by act of Congress March 3, 1815. It was engaged in the following battles during the War of the Rebellion: Valverde, N.M., Fredericksburg, Chancellorsville, and Gettysburg.

William Williams, private. Mustered in June 18, 1864.

THE ELEVENTH INFANTRY.

This regiment was organized by direction of the President May 4, 1861. Confirmed by act of Congress July 29, 1861. It was engaged in the following battles: Gaines's Mill, Bull Run, Fredericksburg, Chancellorsville, Gettysburg, Wilderness, Laurel Hill, Spottsylvania, Petersburg, and Weldon Railroad.

Benjamin Webb, private, Co. F. Mustered in Feb. 14, 1862.
Missing Sept. 12, 1864.

THE THIRTEENTH INFANTRY.

This regiment was organized by direction of the President May 4, 1861. Confirmed by act of Congress July 29, 1861. It was engaged in the following battles: Chickasaw Bayou, Arkansas Post, Walnut Hills, near Vicksburg, Siege of Vicksburg, Collierville, Missionary Ridge.

Nathaniel F. Swett. Commissioned first lieutenant May 14, 1861.
Died at Alton, Ill., April 25, 1862.

THE SEVENTEENTH INFANTRY.

This regiment was organized by direction of the President May 4, 1861. Confirmed by act of Congress July 29, 1861. It was engaged in the following battles: Gaines's Mill, Bull Run, Fredericksburg, Chancellorsville, Gettysburg, Laurel Hill, Cold Harbor, and Weldon Railroad.

Daniel P. Deering, private, Co. A. Mustered in July 22, 1861.
Expiration of term of enlistment July 29, 1864.
William H. Norwood, private, Co. G. Mustered in April 1, 1862.
Discharged for disability.

THE NINETEENTH INFANTRY.

This regiment was organized by direction of the President May 4, 1861. Confirmed by act of Congress July 29, 1861. It was engaged in the following battles: Shiloh, Murfreesboro, Chickamauga, Missionary Ridge, Resaca, New Hope Church, Kenesaw Mountain, and Atlanta.

Joseph Antricken, private. Mustered in April 24, 1862. Expiration of term of enlistment April 25, 1865.
James A. Ross, private. Mustered in March 22, 1862. Discharged June, 1863.

PAY DEPARTMENT U.S. ARMY.

Henry Prince, major and paymaster, U.S.A. Brigadier-general.
United States Volunteers, April 28, 1862. In Northern Vir-

ginia campaign, July 16 to Aug. 9, 1862, being engaged in the battle of Cedar Mountain Aug. 9, 1862, where he was captured: as prisoner of war, August 9 to December, 1862. In North Carolina operations, Jan. 11 to June 24, 1863, being engaged (in command) on a raid into Onslow County, March 6-11, 1863. Demonstration on New Berne, March 14, 1863, and pursuit of the rebels, March 15, 16, 1863. Defence of barricade in Pamlico River, April 1-7, 1863. Demonstration on Kinston, April 16-21, 1863, and in command of the District of Pamlico, May 1 to June 24, 1863. In pursuit of the Rebel Army retreating from Maryland, being engaged in action at Wapping Heights, Va., July 23, 1863. In the Rapidan campaign, October-December, 1863, being engaged in several actions, October-November, 1863, and Mine Run operations, Nov. 26 to Dec. 3, 1863. In command of District of Columbus, Ky., April 28 to Aug. 17, 1864. In pursuit of Forrest's Rebel Raiders in Tennessee and Alabama, October-November, 1864. In command of a Provisional Division on the coast of South Carolina, January-May, 1865, and on courts-martial at Washington, D.C., June 24, 1865, to April 24, 1866. Mustered out of volunteer service April 30, 1866. Brevetted lieutenant-colonel, U.S.A., Aug. 9, 1862, for gallant and meritorious services in the battle of Cedar Mountain, Va. Brevetted colonel, U.S.A., March 13, 1865, for faithful and meritorious services during the war. Brevetted brigadier-general, U.S.A., March 13, 1865, for gallant and meritorious services in the field during the war.

(Service before and after the Rebellion omitted.)

ARMY.

Roll of Honor.

- Bradbury, Fred. S., private, Co. C, Eleventh Pennsylvania Infantry. Died Dec. 16, 1864.
 Bibber, Gershom C., first lieutenant, Co. K, First Maine Heavy Artillery. Killed in action May 19, 1864.
 Carpenter, Charles W., private, Co. G, Fifteenth Maine Infantry. Died at Brazos Island, Tex., Dec. 1, 1863.

- Chambers, Nathaniel S., private, Co. D, First Massachusetts Heavy Artillery. Died of disease, Patrick Station, Va., Feb. 16, 1865.
- Coffin, Albert P., private, Co. K, Sixth Maine Infantry. Died at Alexandria, Va., April 4, 1862.
- Corbett, George W., sergeant, Co. K, Sixth Maine Infantry. Killed at Rappahannock Station, Va., Nov. 7, 1863.
- Corbett, William C., corporal, Co. A, First Maine Battalion Infantry. Murdered Oct. 9, 1865.
- Collins, Timothy, private, Co. K, First Maine Heavy Artillery. Died of wounds received in action July 9, 1864.
- Dean, Jacob M., private, Second Maine Cavalry. Died at Thibodeaux, La., July 2, 1864.
- Farrow, Abner S., private, Co. K, First Maine Heavy Artillery. Died Oct. 28, 1863.
- Farron, William, private, Co. A, First Wisconsin Infantry. Died at Andersonville Prison Aug. 20, 1864.
- Gardner, Leslie B., private, Co. D, First Maine Cavalry. Died at Washington, D.C., June 30, 1863.
- Gray, John A., color-sergeant, Co. K, Sixth Maine Infantry. Killed at Rappahannock Station, Va., Nov. 7, 1863.
- Hammond, Charles, private, Co. K, Sixth Maine. Killed at Rappahannock Station, Va., Nov. 7, 1863.
- Hanniman, Emil, private, Co. K, Sixth Maine. Wounded at Rappahannock Station. Died of wounds Nov. 12, 1863.
- Hatch, William, private, Co. H, Ninth Maine. Died of disease July 1, 1863.
- Henry, Charles D., private, Battery A, First Maine Light Artillery. Died of disease Jan. 1, 1863.
- Henry, William O., private, Co. F, Sixth Maine Volunteers. Died Dec. 6, 1863. Buried at Military Asylum.
- Hunter, John, private, Co. L, Thirty-first Maine Infantry. Died April 2, 1865.
- Johnson, John, Jr., corporal, Co. K, Eighteenth or First Maine Heavy Artillery. Died of wounds received in action June 19, 1864.
- Libby, John, private, Co. G, Sixty-ninth New York Infantry. Died of wounds received in action Dec. 11, 1862.

- McDiarmid, George, private, Co. I, Twenty-eighth Maine Infantry. Died of disease Aug. 21, 1863, at Indianapolis, Ind.
- Morang, Joseph, private, Co. H, Twenty-sixth Maine Infantry. Died of disease at New Orleans, La., June 21, 1863.
- Morton, John E., first lieutenant, First Battery, Maine Light Artillery. Killed in action at Cedar Creek, Va., Oct. 19, 1864.
- Murrey, Thomas, private, Co. H, Nineteenth Maine Infantry. Died of disease March 5, 1864.
- Newcomb, Daniel W., sergeant, Co. K, Third New York Cavalry. Killed in action July 26, 1862.
- Norwood, Nathaniel, private, Co. H, Twenty-sixth Maine Infantry. Died of disease at Bayou Bœuf, La., May 6, 1863.
- Potter, George P., private, First Maine Heavy Artillery. Killed in action May 20, 1864.
- Preston, Charles E., private, Co. B, Twelfth Maine Infantry. Drowned Ship Island, Miss., April 5, 1862.
- Roach, Thomas P., captain, Co. K., Sixth Maine Infantry. Died of wounds at Washington, D.C., May 28, 1863.
- Robinson, Edward, private, Co. B, Twelfth Maine Infantry. Died at New Orleans, La., July 1, 1862.
- Robinson, Israel, sergeant, Battery A, First Maine Light Artillery. Killed in action Cedar Creek, Va., Oct. 19, 1864.
- Roop, James, private, Co. A, First Maine Battalion Infantry. Died of disease July 7, 1865.
- Sabine, George W., lieutenant-colonel, First Maine Heavy Artillery. Died May 28, 1865, from wounds received in action June 17, 1864.
- Savage, E. H., private, Co. B, Second California Cavalry. Missing from Dun Glen Nov. 12, 1865.
- Sears, James, private, Co. K, First Maine Heavy Artillery. Died of wounds received in action Aug. 5, 1864.
- Sears, Richard, private, Co. K, First Maine Heavy Artillery. Killed in action June 1, 1864.
- Sharkey, Thomas, corporal, Co. K, Sixth Maine Infantry. Killed at Rappahannock Station, Va., Nov. 7, 1863.
- Smith, Robert, corporal, Co. K, First Maine Heavy Artillery. Died in Philadelphia December, 1864.
- Stanton, Edwin, private, Co. M, First Maine Heavy Artillery. Killed in action June 18, 1864.

- Stayner, James E., second lieutenant, Co. D, First Maine Cavalry.
Killed in action March 31, 1864.
- Stinson, William, private, Co. K, Sixth Maine Infantry. Missing
in action May 10, 1864.
- Swett, Gilman A., corporal, Co. K, Sixth Maine Infantry. Killed
at Fredericksburg, Va., May 3, 1863.
- Swett, Nathaniel F., first lieutenant, Thirteenth United States
Infantry. Died at Alton, Ill., April 25, 1862.
- Tuttle, Calvin G., private, Co. L, Third Massachusetts Cavalry.
Died April 14, 1863, at Baton Rouge, La.
- Tripp, Albion K., private, Co. K, First Maine Heavy Artillery.
Died of disease Dec. 22, 1864.
- Ward, John T., sergeant, Co. K, First Maine Heavy Artillery.
Died of disease March 10, 1865.
- Whelpley, Joseph, second lieutenant, Co. D, First Maine Veteran
Volunteer Infantry. Died of wounds received in action
March 25, 1865.
- White, Henry A., private, Co. A, Sixteenth Maine Infantry.
Missing in action June 7, 1864.
- Woodward, George W., private, Co. H, Ninth Maine Infantry.
Died of disease April 4, 1865.

THE NAVY.

It is now my pleasant duty to point with a just and honorable pride to what the town of Eastport did in furnishing officers and men to the general government to support the navy. From time immemorial, the great extent of Maine's populous seacoast has always induced thousands of her citizens to embrace the mariner's vocation; and the breaking out of the war afforded a nursery for seamen for the navy unequalled upon this continent. Eastport doubly earned her proud title by her patriotism and the gallant achievements of her sons. Along the 3,600 miles of coast blockaded by our navy and on the thousand bays, inlets, rivers, and other waters of our nation, her stalwart children bravely toiled and

fought with unceasing vigilance. Without invidious comparison, it may be said, with all due justice, that she was not behind any of her sister towns in the assistance she rendered in putting down the great Rebellion. The following list gives the number of each rank borne on the rolls of the navy, and includes, in addition to those credited to Eastport, a few natives of the town not so credited:—

Regulars.

Edes, Robert T., was commissioned assistant surgeon, U.S. Navy, Jan. 24, 1862. Original entry into the service Sept. 30, 1861. Past assistant surgeon, U.S. Navy, April 24, 1865. Resigned May 31, 1865. Served on bark "Horace Beals," in Western Gulf Blockading Squadron; on steamer "Black Hawk" (flag ship), Mississippi Squadron; and at Naval Hospital, Chelsea, Mass.

Barry, George J., third assistant engineer. Service prior to the Rebellion omitted. First assistant engineer July 1, 1861. Confirmed chief March 21, 1870, to date from Nov. 10, 1863. Served on "Wabash," "Westernport," "Narragansett," "Adirondack," "Pontoosuc," and "California."

Barry, Patrick H., third assistant engineer. Enlisted May 3, 1862. Ordered to "Tioga" May, 1862. Condemned by medical survey May 30, 1863. Ordered to "Canonicus" July 22, 1863. Died at Eastport Aug. 1, 1863.

Volunteers.

Langthorn, Amos R., acting master. Enlisted December, 1861. Promoted acting volunteer lieutenant Jan. 29, 1863. Served on Mortar Flotilla 1862; Mississippi Squadron 1863, 1864, and 1865. Honorably discharged as acting volunteer lieutenant March 6, 1866. Was acting master "C. P. Williams" (Porter's Mortar Flotilla) in 1862, as acting volunteer lieutenant and commander "Mound City." Participated as commander of "Alabama" in line No. 3 of the fleet concerned in the successful attack on Fort Fisher July 15, 1865.

- Folsom, Charles, acting master. Enlisted Oct. 31, 1861. Served on "State Georgia" 1861 and 1862. Commanded tug "Danielion" 1862-63. Served on "Colorado" 1863-64. Resigned as acting master Feb. 8, 1864.
- Crosby, John K., acting master. Enlisted April 15, 1862. Served on "Housatonic" until she was sunk by "David" torpedo, Charleston Harbor, Feb. 17, 1864. Served on South Atlantic Squadron in 1864 and 1865. Honorably discharged Sept. 16, 1865.
- Baker, Henry R., acting ensign Aug. 11, 1862; acting master July 6, 1864; ensign March 12, 1868; master Dec. 16, 1868; lieutenant March 21, 1870. Retired Dec. 2, 1876.
- Cony, Joseph S., acting ensign. Enlisted Dec. 29, 1862. Promoted acting master Sept. 7, 1863. Served on "Shockokon" 1863; North Atlantic Blockading Squadron 1864-65. Recommended for promotion for gallantry in action with blockade runner "Alexander Cooper." Commanded boat's crew from "Shockokon" off Wilmington, N.C. As acting master of steamer "Britannia" receives mention in report from acting volunteer lieutenant James Huse. Was executive officer "Britannia," and temporarily commanded that vessel at Beaufort, N.C., during illness of her commander. Participated in attacking party on Fort Fisher in armed boats from Fort Jackson. Honorably discharged as acting master Nov. 7, 1865.
- Shackford, William, acting ensign. Enlisted July 17, 1863. Ordered to "Home" Aug. 11, 1863. Promoted acting master Oct. 27, 1864, and ordered to ironclad "Nahant" in South Atlantic Blockading Squadron. Honorably discharged Nov. 11, 1865.
- Wheeler, Frederick L., acting master's mate. Enlisted March 5, 1864. Served on "Wamsutta." Resigned March 15, 1865.
- Knox, Daniel E., acting master's mate. Enlisted Sept. 22, 1864. Ordered to "Wabash." Served on "Monticello." Ordered to "Powhatan," then on board "Vanderbilt."
- Murphy, Charles J., acting master's mate. Originally enlisted at Boston as seaman Sept. 24, 1861. Was slightly wounded in engagement of "Wyoming" with the Japanese at Simonosaki July 16, 1863, and received honorable mention in report of

Commodore D. McDougal of that vessel July 23, 1863. Enlisted Nov. 2, 1864, as acting master's mate. Ordered to "Suwance" Nov. 12, 1864. Ordered to Naval Academy May 25, 1867, and still in service there on board sloop "Dale" as mate. (See service as "seaman.")

Hsley, Edward D. Appointed acting assistant paymaster, U.S. Navy, Aug. 18, 1862. Served on steam gunboat "Conestoga," Mississippi Squadron, Acting Rear-admiral David D. Porter commanding. Resigned July 27, 1864.

Wheeler, Edmund S., acting assistant paymaster. Enlisted Sept. 24, 1863. Ordered to "Pampero." Honorably discharged Oct. 31, 1865.

Kinney, Edward, acting third assistant engineer. Enlisted Aug. 2, 1864. Served on "Selma." West Gulf Squadron. Promoted to second assistant engineer, and ordered to "Glide," West Gulf Squadron. Resigned June 9, 1865.

Birchell, William, cook. Enlisted Jan. 28, 1864, for one year. Served on "Atlanta." Discharged Jan. 27, 1865.

Ashton, Robert, seaman. Enlisted July 15, 1863, for one year. Served on "Passaic."

Bates, William H., seaman. Enlisted June 7, 1864, for two years. Served on "Pontoosuc." Missing Aug. 13, 1864.

Black, John, seaman. Enlisted Sept. 2, 1864. Served on "Tacony." Discharged from hospital Dec. 8, 1864.

Bogart, Henry R., seaman. Enlisted April 18, 1861, for three years. Served on "Wabash."

Bowie, James, seaman. Enlisted Oct. 14, 1861, for three years. Served on "Morning Light" and "Oneida."

Bowman, Edwin R., seaman. Enlisted, Sept. 30, 1862, for one year. Served on "Circassian" and "Ossipec." Discharged Oct. 21, 1863, and re-enlisted for three years. Was boatswain on "Ticonderoga." Was quartermaster "Ticonderoga," and wounded, left leg broken, in first attack Fort Fisher. Dec. 24, 1864. Received medal for gallantry in that attack. Discharged March 22, 1865, Hospital, Norfolk, Va.

Bridges, Josiah, seaman. Enlisted June 6, 1864. Served on "Pontoosuc." Discharged April 24, 1865.

- Bridges, Mark, seaman. Enlisted Oct. 25, 1861. Served on "Rachel Seaman" and "Penobscot."
- Brown, Philip, seaman. Enlisted April 1, 1862.
- Brown, William, seaman. Enlisted June 11, 1860. Served on "Constitution" and "Richmond." Died June 22, 1861.
- Bryan, John, seaman. Enlisted Aug. 20, 1862. Served on "Roebuck."
- Chambers, William, seaman. Enlisted July 30, 1862, for year. Served on "Oneida."
- Burns, Daniel, seaman. Enlisted May 10, 1861. Served on "Santee," "Ossipee," and "Brooklyn."
- Case, Richard, seaman. Enlisted May 25, 1861, for three years. Served on "Isaac Smith" and "Circassian." Discharged July 7, 1863. Re-enlisted and transferred to "Vicksburg," North Atlantic Blockading Squadron, to "Minnesota." Discharged Oct. 28, 1864.
- Conley, John, seaman. Enlisted Oct. 7, 1861. Served on "Midnight."
- Connelly, George, seaman. Enlisted Feb. 5, 1861. Served on "Perry," "Bienville," "Gov. Buckingham," and "Brooklyn."
- Cox, John, seaman. Enlisted Sept. 25, 1862, for one year. Served on "Midnight." Discharged Oct. 26, 1863.
- Cunnable, John A., seaman. Enlisted March 19, 1862. Served on "Sebago." Discharged Feb. 2, 1863.
- Curling, Richard, seaman. Enlisted Sept. 1, 1860. Served on "Richmond."
- Daggett, James, seaman. Enlisted June 10, 1861. Served on "Vincennes" and receiving ship at Philadelphia.
- Daly, Francis, seaman. Enlisted July 6, 1861. Served on "Potomac" and "Oravetta." Discharged Aug. 29, 1864.
- Dely, Charles, seaman. Enlisted May 27, 1861. Served on "Colorado."
- Diamond, John, seaman. Enlisted May 7, 1861. Served on "Montgomery," "Memphis," and "Gov. Buckingham." Discharged Nov. 29, 1864.
- Dowling, John, seaman. Enlisted Feb. 20, 1863.
- Dunn, Francis, seaman. Enlisted Jan. 28, 1862. Served on "Cayuga." Discharged May 14, 1864.

- Farrell, John, seaman. Enlisted Aug. 21, 1860. Served on "Cumberland," as quartermaster, when sunk by "Merrimac," March 8, 1862.
- Fifield, Henry P., seaman. Enlisted May 1, 1861, for three years. Served on "Minnesota" and "Shawsheen." Re-enlisted March 2, 1865. Served on "Supply." Discharged June 29, 1868.
- Flagg, Edwin, seaman. Enlisted Nov. 14, 1861. Served on "Chocura." Discharged Dec. 16, 1864.
- Flagg, William, seaman. Enlisted May 24, 1864. Served on "Seminole" as coxswain. Missing Sept. 2, 1865.
- Forbes, Edward, seaman. Enlisted Feb. 5, 1862. Served on "Currituck."
- Ford, Alfred, seaman. Enlisted Aug. 13, 1861. Discharged Aug. 26, 1862.
- Franks, George, seaman. Enlisted April 15, 1864. Transferred from army. Served on "Mackinaw." Died Nov. 13, 1865.
- French, Benjamin F., seaman. Enlisted Aug. 25, 1862. Served on "J. P. Smith." Discharged March 16, 1863.
- Frill, William, seaman. Enlisted Feb. 7, 1860. Served on "Niagara." Discharged Dec. 20, 1861.
- Gorham, Wellington, seaman. Enlisted July 6, 1864. Missing July 29, 1864, from receiving ship "Erie."
- Gorham, William, seaman. Enlisted Feb. 8, 1862. Served on "Colorado."
- Hall, Silas P., seaman. Enlisted May 5, 1864. Served on "Chicopee" and "Mattabessett." Discharged June 19, 1865.
- Harrington, John, seaman. Enlisted Aug. 28, 1862.
- Hickey, William, seaman. Enlisted Jan. 15, 1864. Served on "Wyalusing." Enlisted Oct. 15, 1864, in Thirty-first Maine Infantry.
- Hillman, Richard, seaman. Enlisted Aug. 20, 1862. Served on "North Carolina" and "Unadilla." Discharged Sept. 17, 1863. Re-enlisted Sept. 23, 1863. Served on "Niagara." Drowned Feb. 9, 1864.
- Hilyard, Charles, seaman. Enlisted Jan. 15, 1862. Served on "Vermont." Boatswain's mate on "Wissahickon." Captured at Fort Sumter, S.C., Sept. 8, 1863. Released from Libby

- Prison in October, 1864. Honorably discharged Nov. 2, 1864. Three years' previous service.
- Ingersoll, Charles, seaman. Enlisted Nov. 28, 1861. Served on "Chocura." Discharged Nov. 5, 1864.
- Johnson, Alexander, seaman. Enlisted May 24, 1861. Served on "Roanoke," "Somerset," and "J. S. Chambers." Discharged June 13, 1864.
- Johnson, Gradis, seaman. Enlisted June 12, 1861. Served on "Vincennes."
- Johnson, James, seaman. Enlisted Nov. 5, 1861. Served on "Winona." Discharged Jan. 6, 1865.
- Kay, Jacob, seaman. Enlisted Nov. 2, 1861. Served on "Sagamore."
- Keifler, George, seaman. Enlisted April 11, 1864. Served on "Brooklyn." No further record.
- Kelly, Charles, seaman. Enlisted Jan. 17, 1861. Served on "Jackson." Discharged Jan. 16, 1865.
- Kelly, John, seaman. Enlisted Dec. 30, 1861. Served on "Lancaster." Quartermaster of "Hartford" in 1864. Discharged Dec. 20, 1864. Had eleven and one-half years' previous service.
- Kennard, George, seaman. Enlisted July 13, 1862. Served on "Powhatan" and "Kansas."
- Kirnan, William H., seaman. Enlisted Dec. 3, 1863. Served on "Niagara," "Glaucus," "Hero." Missing. Returned to vessel Aug. 29, 1864. Transferred to "Midnight." Discharged July 15, 1865.
- Lambert, Richard, seaman. Enlisted Aug. 13, 1861. Served on "Sabine," "Carondelet." Discharged Aug. 24, 1864. Re-enlisted Sept. 29, 1864. Served on "Little Ada." Missing. Returned July 14, 1865. Honorably discharged Sept. 7, 1867.
- Larkin, Walter, seaman. Enlisted Nov. 13, 1861. Served on "Winona" and "Penguin." Discharged 1864.
- Laten, Charles, seaman. Enlisted May 21, 1861. Served on "Colorado."
- Low, George, seaman. Enlisted Sept. 6, 1861. Served on "Mount Vernon."
- Matthews, Samuel, seaman. Enlisted May 22, 1862. Served on "Wabash." Discharged April 21, 1865.

- Matthews, William J., seaman. Enlisted Nov. 2, 1861. Served on "Sagamore."
- Milliken, Andrew, seaman. Enlisted Aug. 3, 1862. Served on "Sylvia." Discharged Aug. 8, 1863.
- Mitchell, Charles, seaman. Enlisted Oct. 6, 1862. Served on "Juniata."
- Mitchell, Matthew, seaman. Enlisted May 22, 1861. Served on "Louisville." Discharged June 29, 1864.
- Monroe, Henry, seaman. Enlisted Dec. 26, 1861. Served on "Hartford."
- Mooney, Michael J., seaman. Enlisted Dec. 7, 1861. Served on "Pursuit." In hospital at Key West.
- Morton, Frederick, seaman. Enlisted July 27, 1864.
- Murphy, Charles J., seaman. (See service as acting master's mate.)
- Murphy, Thomas, seaman. Enlisted May 14, 1862. Served on "Saranac" and "Lancaster." Missing Nov. 24, 1863.
- McBride, John, seaman. Enlisted Nov. 2, 1862. Served on "Pembina." Discharged Sept. 2, 1863.
- McDonald, John, seaman. Enlisted Sept. 21, 1864.
- McFarlane, Hugh, seaman. Enlisted Oct. 22, 1862. Served on "Montauk." Discharged Oct. 26, 1863.
- McNeely, John, seaman. Enlisted July 10, 1860. Served on "Constitution" and "Richmond."
- Nordstrom, Charles E., seaman. Enlisted June 4, 1861. Served on "Connecticut" and "Colorado." Discharged June 30, 1862.
- Owen, James, seaman. Enlisted March 3, 1862. Served on "San Jacinto," "St. Lawrence," and "Beauregard."
- Pickell, John E., seaman. Enlisted Aug. 20, 1861. Served on "Fernandina." Discharged September, 1863.
- Pine, Charles B., seaman. Enlisted Nov. 11, 1861. Served on "Quaker City." Master at arms on "Wissahickon." Captured at Fort Sumter. Discharged Sept. 8, 1864.
- Quinn, Thomas, seaman. Enlisted Jan. 21, 1862. Promoted boatswain's mate of "Para." Discharged Feb. 14, 1865.
- Ramsay, John D., seaman. Enlisted May 7, 1861. Served on "Daylight."

- Rice, George E., seaman. Enlisted Sept. 5, 1861. Served on South Blockading Squadron. Discharged Nov. 4, 1862.
- Richardson, George, seaman. Enlisted June 25, 1861. Served on "Pensacola." Died Sept. 9, 1861.
- Robinson, William, seaman. Enlisted May 29, 1861. Served on "Roanoke."
- Rogers, Henry, seaman. Enlisted July 29, 1861. Served on "Louisiana."
- Sergeant, John, seaman. Enlisted May 20, 1861. Served on "Jamestown." Gunner's mate on "Powhatan." Killed on expedition Fort Sumter Sept. 8, 1863.
- Sharpless, George, seaman. Enlisted Aug. 31, 1861. Discharged Aug. 30, 1862. Re-enlisted. Served on "San Jacinto."
- Small, Augustine, seaman. Enlisted Jan. 27, 1862. Served on "Clifton." Discharged Nov. 4, 1862.
- Smith, Charles, seaman. Enlisted April 23, 1861. Six years' previous service.
- Smith, Charles, seaman. Enlisted May 4, 1861.
- Smith, Charles, seaman. Enlisted Nov. 6, 1862. Served on "Colorado."
- Smith, Charles H., seaman. Enlisted Nov. 6, 1862. Served on Western Flotilla.
- Spicer, Henry, seaman. Enlisted Nov. 23, 1860. Served on "Macedonian" and "Kennebec." Discharged Nov. 4, 1862.
- Sprague, William T., seaman. Enlisted Dec. 3, 1861. Served on "Sumter."
- Taylor, Thomas, seaman. Enlisted May 5, 1861. Served on "Mississippi" and "Magnolia." Discharged Nov. 5, 1863.
- Thompson, George, seaman. Enlisted July 17, 1862. Served on "Housatonic," "Fernandina," "Paul Jones," and "Seminole." Killed by explosion of torpedo in Mobile Bay Aug. 25, 1864.
- Turner, Richard, seaman. Enlisted May 5, 1864. Served on "Saratoga."
- Vaughan, Peter, seaman. Enlisted Jan. 25, 1865. Served on "Naubuc." Missing May 24, 1865.
- Wannan, James R., seaman. Enlisted Oct. 15, 1862.
- Weir, John, seaman. Enlisted Oct. 9, 1860. Served on "Cumberland." Died Dec. 30, 1861 (?). A John Weir appears by

- record to have been coxswain of "Cumberland" when sunk by "Merrimac," March 8, 1862.
- Welsh, Edward, seaman. Enlisted June 16, 1864. Served on "Tacony," "Chicopee," and "Marblehead." Honorably discharged July 9, 1867.
- White, David, seaman. Enlisted Nov. 15, 1862. Served on "Alabama."
- Allen, Henry, ordinary seaman. Enlisted May 27, 1861.
- Anderson, John, ordinary seaman. Enlisted April 18, 1861. Served on "Massachusetts" and "Ino." Discharged April 15, 1865.
- Baker, Thomas, ordinary seaman. Enlisted May 30, 1862. Served on "Keystone State."
- Barr, James, ordinary seaman. Enlisted April 23, 1861. Served on "Minnesota." Discharged April 22, 1864.
- Bassett, Charles, ordinary seaman. Enlisted Oct. 6, 1864. Served on "Chippewa." Discharged 1865.
- Boyd, Joseph, ordinary seaman. Enlisted May 17, 1864. Served on "Saratoga," "Corwin," and "Don." Discharged May 16, 1867.
- Bugbee, Henry S., ordinary seaman. Enlisted Aug. 22, 1861. Served on "Mohican" and "Keystone State."
- Coleman, Joseph, ordinary seaman. Enlisted Jan. 3, 1862.
- Clark, Edwin T. C., ordinary seaman. Enlisted Oct. 14, 1861. Served on "Maria Wood." Discharged Aug. 5, 1862.
- Dees, Clement (colored), ordinary seaman. Enlisted June 6, 1864. Served on "Pontoosuc." Missing July 22, 1865. Was recommended for medal of honor for gallantry, skill, and coolness in action during operations in and about Cape Fear River Dec. 24, 1864, to Feb. 22, 1865.
- Diamond, James, seaman. Enlisted Dec. 7, 1861.
- Dickinson, George G., ordinary seaman. Enlisted June 14, 1864. Served on "Pontoosuc." Discharged Aug. 22, 1865.
- Dudley, William, ordinary seaman. Enlisted April 23, 1862. Served on "Florida." Discharged April 22, 1864.
- Ferguson, William H., ordinary seaman. Enlisted Dec. 1, 1864. Served on "Connecticut" and "Bat."
- Field, Charles A., ordinary seaman. Enlisted Feb. 6, 1862. Served on "Kennebec" and "Portsmouth."

- Foster, James, ordinary seaman. Enlisted May 12, 1864. Served on "Saratoga" and "New Hampshire." Missing May 2, 1865.
- Frost, William H., ordinary seaman. Enlisted Aug. 31, 1861. Served on "Hendrick Hudson." Discharged Sept. 2, 1863.
- Gallagher, Thomas E., ordinary seaman. Enlisted Aug. 11, 1862. Served on "New Ironsides." Discharged August, 1864.
- Galvin, Daniel, ordinary seaman. Enlisted Dec. 20, 1860. Served on "Macedonian."
- Gookin, John M., ordinary seaman. Transferred from Co. B, Seventh Maine Regiment, to Co. B, First Maine Regiment Veteran Infantry. Transferred to the navy April 15, 1864. Served on "Mackinaw."
- Grayson, Edward T., ordinary seaman. Enlisted Aug. 25, 1860. Served on "Powhatan." Discharged July 28, 1863.
- Griffin, John W., ordinary seaman. Enlisted April 15, 1864. Transferred from army to East Gulf Squadron. Served on "Fort Henry" and "Howgaat."
- Griffin, Lawrence, ordinary seaman. Enlisted Jan. 15, 1862. Served on "Kennebec" and "Nightingale." Discharged June 16, 1864.
- Griffin, Levi, ordinary seaman. Enlisted Oct. 23, 1861. Served on "Keystone State" and "Powhatan."
- Harris, Thomas, ordinary seaman. Enlisted Jan. 24, 1862. Served on "Vermont," "Sarah Bruen," and "Richmond." Discharged June 13, 1864.
- Hayden, Charles, ordinary seaman. Enlisted Jan. 5, 1863. Served on "Lackawanna." Promoted yeoman. Wounded, right leg broken, while passing forts in Mobile Bay, Aug. 5, 1864.
- King, James W., ordinary seaman. Enlisted April 8, 1862. Transferred to "Cairo."
- Mangum, Hugh, ordinary seaman. Enlisted April 18, 1864. Transferred from army, Co. K, Sixth Maine, to East Gulf Squadron, May 7, 1864. Served on "San Jacinto."
- Marsh, Edward, ordinary seaman. Enlisted Aug. 22, 1862. Served on "Augusta." Missing Jan. 7, 1863.
- Marshall, Lawrence S., ordinary seaman. Enlisted May 9, 1862. Served on "Pampero" and "Portsmouth." Discharged July 28, 1864.

- Matthews, Samuel, ordinary seaman. Enlisted May 19, 1862.
Served on "San Jacinto."
- Moran, George, ordinary seaman. Enlisted Feb. 3, 1862. Served
on "Horace Beals" and "Onondaga."
- Morang, George, ordinary seaman. Enlisted Aug. 13, 1862.
Served on "Wyandotte."
- Myers, John H., ordinary seaman. Enlisted Sept. 30, 1862.
Served on "Sabine," "Florida," and "Union." Discharged
Oct. 4, 1863.
- McGibbon, John, ordinary seaman. Enlisted Sept. 9, 1861.
Served on Mississippi Squadron. Discharged Feb. 17, 1863.
- Newman, William, ordinary seaman. Enlisted May 9, 1864.
Transferred from army. Served on "O. M. Pettit," "New
Hampshire," and "Lenopee." Discharged July 11, 1866.
- Orff, William, ordinary seaman. Enlisted Jan. 29, 1862. Served
on "William Bacon" and "T. A. Ward." Discharged Feb.
27, 1865.
- Patterson, William H., ordinary seaman. Enlisted Oct. 12, 1861.
Served on "Connecticut." Discharged June 24, 1862.
- Pine, William S., ordinary seaman. Enlisted April 18, 1864.
Transferred from army. Served on "Commodore Perry."
Discharged July 7, 1865.
- Rankin, Alexander, ordinary seaman. Enlisted Oct. 31, 1863.
Served on "Pequot." Missing Jan. 28, 1864.
- Riley, James, ordinary seaman. Enlisted Sept. 14, 1864.
- Robinson, William, ordinary seaman. Enlisted Oct. 21, 1861.
Served on "Rachel Seaman" and "Grand Gulf." Dis-
charged May 20, 1866.
- Scott, Henry J., ordinary seaman. Enlisted July 31, 1863. Served
on "Arkansas," "Chocura," and "Fear Not." Discharged
July 30, 1866.
- Shannon, Jeremiah, ordinary seaman. Enlisted Oct. 12, 1861.
- Short, Edward J., ordinary seaman. Enlisted April 18, 1864.
Transferred from army. Served on "Governor Bucking-
ham" and "Powhatan." Discharged Aug. 24, 1865.
- Southerland, John, ordinary seaman. Enlisted June 10, 1861.
Served on "St. Lawrence."
- Tracy, Thomas, ordinary seaman. Enlisted July 12, 1861. Served

- on "Cumberland." Was lost when that vessel was sunk by "Merrimac," March 8, 1862.
- Waters, James, ordinary seaman. Enlisted May 1862. Served on "Keystone State." Missing, but found. Served on "Massachusetts." Discharged May 29, 1865.
- Welsh, William, ordinary seaman. Enlisted Aug. 27, 1860. Served on "Powhatan" and "Catskill."
- White, James, ordinary seaman. Enlisted Dec. 19, 1861. Discharged Jan. 6, 1865.
- Wiggins, George W., ordinary seaman. Enlisted Aug. 15, 1861. Served on "Richmond." Discharged Sept. 9, 1864.
- Wilson, Eugene A., ordinary seaman. Enlisted Aug. 15, 1861. Served on "Gembok."
- Winchester, George L., ordinary seaman. Enlisted April 18, 1864. Transferred from army. Served on "Brandywine" and "Tacony." Missing July 29, 1865.
- Winchester, James E., ordinary seaman. Transferred from army. Missing from receiving ship at Baltimore Nov. 30,
- Armstrong, John W., landsman. Enlisted Aug 16, 1864. Credited to Ellsworth. Served on "Stockdale." Discharged Sept. 17, 1865.
- Balkam, William, A., landsman. Enlisted Oct. 27, 1862. Served on "Colorado" and "Lafayette." Discharged Oct. 8, 1863.
- Black, Thomas, landsman. Enlisted May 30, 1862. Served on "Keystone State."
- Burke, Joseph, landsman. Enlisted Nov. 13, 1861. Served on "Albatross," "Sciota," and "Potomac." Discharged March 5, 1864.
- Burnham, Thomas, landsman. Enlisted July 20, 1863. Served on "Bainbridge."
- Capen, Edward, landsman. Enlisted Sept. 21, 1863. Served on "Ethan Allen." Discharged June 14, 1865.
- Claridge, Joseph S., landsman. Enlisted Nov. 14, 1860. Served on "Saratoga" and "De Soto." Served as apothecary's steward on "Sun Flower." Discharged Dec. 29, 1863. Afterward enlisted in Third Maryland Cavalry as assistant surgeon.
- Collins, John, landsman. Enlisted Aug. 5, 1861. Served on

- "Congress" when sunk by "Merrimac," March 8, 1862.
Discharged June 7, 1862.
- Concannon, John, landsman. Enlisted July 9, 1861. Served on "Cumberland" when sunk by "Merrimac," March 8, 1862. Was saved.
- Duross, James, landsman. Enlisted Jan. 6, 1865. Served on "Circassian," "Winnefried," "Stonewall," "Swatara," and "Shamrock." Discharged July 13, 1868.
- Eastman, William, landsman. Enlisted June 12, 1861. Served on "Colorado."
- Eldridge, Amos, landsman. Enlisted Aug. 25, 1864. Credited to "Rockland." Served on "Sabine." Discharged Aug. 5, 1865.
- Gray, John W., landsman. Enlisted Oct. 2, 1861. Served on "Florida." Discharged Oct. 28, 1862.
- Gray, Samuel, landsman. Enlisted Dec. 20, 1860. Served on "St. Mary's," on receiving ship at New York in 1863.
- Hamilton, Alexander, landsman. Enlisted Dec. 28, 1864. Served on "Circassian." Missing June 10, 1865.
- Harrison, Thomas M., landsman. Enlisted May 18, 1861. Served on "South Carolina."
- Hazen, Edward S., landsman. Enlisted Nov. 7, 1862. Served on "Huron." Discharged Dec. 31, 1863. Re-enlisted April 20, 1864. Served on "Pontoosuc" and "Galatea."
- Hyde, Michael, landsman. Enlisted Aug. 26, 1862.
- Leavens, George, landsman. Enlisted Feb. 10, 1862.
- Murphy, Harrison L., landsman. Enlisted Sept. 21, 1863. Served on "Ethan Allen." Discharged Oct. 30, 1864.
- Murphy, Thomas, landsman. Enlisted March 3, 1862. Served on "Baron de Kalb" in Western Flotilla. Promoted to ordinary seaman. Killed at Fort Pemberton, Yazoo Expedition.
- Nicholson, James, landsman. Enlisted Jan. 4, 1865.
- Quinn, John, landsman. Enlisted Aug. 27, 1862.
- Room, Edward L., landsman. Enlisted May 29, 1861. Served on "Nightingale." Discharged July 26, 1862.
- Smith, Abiel T., landsman. Enlisted Jan. 16, 1864. Served on "Agawam."
- Sparrow, John, landsman. Enlisted June 13, 1864. Served on "Pontoosuc." Missing Aug. 10, 1864.

- Train, Peter, landsman. Enlisted Oct. 23, 1861. Served on "Santiago de Cuba" and prize "Victoria." Discharged Aug. 28, 1863.
- Vanner, Daniel, landsman. Enlisted Nov. 1, 1862. Served on "Colorado" and "Lafayette." Discharged Nov. 9, 1863.
- Vølger, John, landsman. Enlisted Sept. 2, 1864.
- Williams, John, landsman. Enlisted July 26, 1860. Served on "Constitution" and "Richmond." Killed at Port Hudson, La.
- Winn, James, landsman. Enlisted May 3, 1861.
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- Hunter, John, first-class boy. Enlisted June 14, 1864. Served on "Pontoosuc." Discharged May 27, 1865.
- Miller, George, first-class boy. Enlisted Dec. 6, 1864.
- Parker, George, first-class boy. Enlisted Sept. 13, 1863. Served on "Ethan Allen." Discharged Oct. 30, 1864.
- Doyle, James, first-class fireman. Enlisted Oct. 17, 1864. Served on "San Jacinto," "Proteus," and "Magnolia."
- Doyle, Michael, first-class fireman. Enlisted April 23, 1860. Served on "Pawnee" and "Tuscarora."
- Fitch, Henry, first-class fireman. Enlisted June 6, 1864. Served on "Pontoosuc." Missing July 7, 1864.
- Gayhan, James H., first-class fireman. Enlisted Jan. 13, 1863. Served on "Weehawken." Reported missing when "Weehawken" was sunk, Dec. 6, 1864.
- Jones, William, first-class fireman. Enlisted Sept. 17, 1864.
- Mahony, Charles, first-class fireman. Enlisted Aug. 31, 1863. Served on "Niagara" and "Wateree."
- Smith, George M., first-class fireman. Enlisted July 15, 1863. Served on "Montgomery."
- Berwick, Charles, second-class fireman. Enlisted Jan. 21, 1865. Served on "Connecticut," "Wachusett," and "Hartford." Honorably discharged Aug. 14, 1868.
- David, Seward B., second-class fireman. Enlisted Oct. 17, 1863. Served on "Acacia." Discharged Nov. 24, 1864.
- Alexander, Richard H., coal-heaver. Enlisted Feb. 18, 1862. Served on "Kensington."
- Cosh, Michael, coal-heaver. Enlisted Feb. 1, 1862. Served on "Chocura." Discharged Feb. 27, 1865.

Doyle, James, coal-heaver. Enlisted April 17, 1861. Served on "Mississippi" and "Arizona."

Johnson, James, coal-heaver. Enlisted Jan. 12, 1864. Served on "Canonicus." Discharged Feb. 14, 1865.

McCormick, John, coal-heaver. Enlisted Aug. 5, 1862. Served on "Ossipee."

Additional Names.

Skanks, James. Enlisted Aug. 28, 1862. Served on "Jane" and "Young Rover."

Bridges, Putnam; Irvin, Elisha. No definite information obtained.

Folsom, Joseph. Served on "Henry Bunker." Woods, James. Served on "Cumberland." Impossible to collect further data concerning these names.

NAVY.

Roll of Honor.

Barry, Patrick H., third assistant engineer. Died at Eastport, Me., Aug. 1, 1863.

Franks, George, seaman on "Mackinaw." Died Nov. 13, 1865.

Gayhan, James H., first-class fireman. Reported missing when "Weehawken" was sunk, Dec. 6, 1864.

Hillman, Richard, seaman on "Niagara." Drowned Feb. 9, 1864.

Murphy, Thomas, landsman on "Baron de Kalb." Killed at Fort Pemberton on Yazoo Expedition.

Richardson, George, seaman on "Pensacola." Died Sept. 9, 1861.

Sergent, John, seaman on "Powhatan." Killed Sept. 8, 1863, on expedition Fort Sumter, S.C.

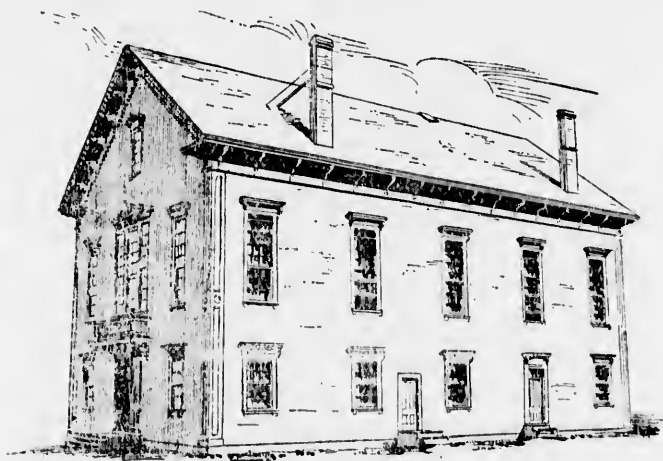
Thompson, George, seaman on "Seminole." Killed by explosion of torpedo in Mobile Bay, Aug. 25, 1864.

Weir, John, seaman on "Cumberland." Died Dec. 30, 1861.

Williams, John, landsman on "Richmond." Killed at Port Hudson, La.

The difficult task of preparing this chapter on Eastport in the War of the Rebellion was undertaken at the earnest

solicitation of the compiler and publisher of this interesting work on Eastport. In its preparation, I have been enabled to give almost an exact reproduction (or, in other words, as much as the space in this chapter will allow) of the work prepared and presented by me to the town of Eastport in 1872. This chapter contains a record of those citizens of Eastport and natives of the town removed therefrom who assisted in the war for the suppression of the Rebellion.



MEMORIAL HALL, BUILT 1868.

both in the army and navy; and its preparation has involved the expenditure of considerable valuable time. In each stage of the progress of this chapter, names forgotten or which were altogether new and unexpected came to light, which necessitated a lengthy and oftentimes unsatisfactory search, to trace the military or naval history of each. Also, at every stage, there appeared some new matter of which no account had been taken at the outset, but which it seemed eminently proper and fitting should be inserted, as

shedding more light on the record and adding to its completeness.

It gives the names, rank, promotion, etc., of each person from Eastport who entered the military or naval service, and as complete a record of casualties as can be furnished. Besides, it gives a brief history of each regiment (compiled from official records) in which the persons so named served. The record herein given simply covers the War of the Rebellion, all service prior to and subsequent to the Rebellion being omitted.

In the work originally prepared (which I have heretofore alluded to as being almost exactly reproduced here), I was ably assisted by the annual printed reports emanating from the war and navy departments, and from the offices of the adjutants-general of such States as numbered Eastport men among their volunteers; and where, in the case of men who served in the army, the record was still incomplete, correspondence was had with such adjutants-general to supply the deficiency, and from each of them (with but one exception) satisfactory answers were received. Wherever, too, the memory of the writer, or that of any other person to whom they were familiar, supplied any facts, they were inserted, it being thought better to thus give them a permanent place before they faded from recollection.

With respect to the navy enlistments, much difficulty was experienced, it having been found impossible, in many cases, to obtain any certain or defined data to be used as a clew or starting-point from which the record of the person while in the naval service might be evolved. Hence it is that in a few cases the only indication that can be given in this chapter that the persons served in the navy is by the simple insertion of their names. Not having had in their cases either the date of enlistment or the date when performing service on board of and borne on the rolls of a navy vessel,

it was impossible to distinguish them from the scores, and even hundreds, bearing similar or nearly similar names, which occur among the thousands enlisted during the war; and, consequently, the only resource left, if the names were to appear at all, was to simply insert them in the proper places, and make this explanatory mention.

Another difficulty in tracing the history of the men who enlisted in the navy (particularly that part of it relating to their final disposition) arises from the fact of the existence of the war itself. Muster-rolls from vessels constantly in action were forwarded irregularly to the department, and, even when forwarded, were too often hurriedly and carelessly made. Up to 1863, they embraced no descriptive lists. So, in examining them, unless it was actually known that the man whose name was sought was, at the particular time which the roll covered, serving on the vessel, it was impossible to decide with certainty whether a name found thereon answering to his was really his or that of another and far different person. Then, again, the description on the enlistment returns in many cases only gives the State where born, and not the town or city; and, as there were, no doubt, some who entered the service claiming Eastport as their birthplace, but whose place of birth on the return is simply entered "Maine," and others who, while claiming the town as their home, were yet born beyond its limits, it is not only possible, but probable, that through such deficiency names have been overlooked.

To make the record here given as full and complete and as nearly perfect and accurate as possible has been my constant and untiring aim since entering upon the work. And when the nature of the task is considered, and that the data to guide my researches were in many cases only uncertain and unsatisfactory; when, too, it is remembered from how many distinct and separate sources the informa-

tion has been gleaned, and the many hours of patient labor required to collate and properly arrange the materials in their present form,—it will be admitted, I think, that, even if I have not succeeded in bringing the record up to that degree of perfection which I or my friends could wish, I have at least succeeded in preparing a fuller report of the standing of Eastport with respect to the service rendered by her sons during the war than was ever before had, and that its accuracy rests mainly upon official records,—the surest to be perpetuated.

The task now completed was entered upon and performed solely as a labor of love; though, in the progress of the work, I own to have been stimulated and encouraged to make still greater exertions, and make the record yet more perfect and full than was at first intended, by a feeling of pride in my native town,—glorying as I did (and do) in the noble contribution she made during those four years of strife, and in the part which her sons took in making future history.* And if, whenever occasion calls for an examination of the pages which precede these remarks, the one whose labor prepared them receives a kindly remembrance, and he is thus recalled to the memory of any of his old townsmen and friends from whom he has been separated for these many years, he will feel himself amply repaid for all the trouble he has undergone and all the labor performed.

The information contained in the original record, from which this chapter is prepared, so far as relates to the navy, was furnished by my friend, Bernard T. Hanley, deceased, formerly of Robbinston, Me.

JULY 4, 1888.

* The approximate estimate of troops of all descriptions furnished by the town of Eastport during the war was 403, and amount paid for bounties, etc., \$60,370. This does not include near three hundred men serving in the navy or natives of Eastport serving in the regiments of other States.

CHAPTER XII.

COLONEL JOHN ALLAN.

IN the harbor of Eastport, midway between its wharves and Lubec, lies one of the satellites of Moose Island, originally known as Dudley Island; and under these names both were intimately associated in the diplomatic correspondence and treaties connected with the early boundary disputes. Of the latter, the first proprietor was Colonel John Allan; and, at the end of a career which had in it many elements of romance, he was buried in its soil. He gave it the name it first bore, in compliment to his friend, Paul Dudley Sargent, a descendant of the stock which furnished two Governor Dudleys to the colony of Massachusetts Bay. When the Allans made the island their home, and for many years afterward, it was known as Allan's Island. Since then it has taken on other names, with changing proprietors, who have also passed away; but it is called Allan's Island in the legislative enactments of the State of Maine. The public services of its first proprietor were of such marked character that his name ought not to be forgotten. It enjoys the peculiar distinction of being written into the act of incorporation of the town, but it ought also to have a place in the local landscape; and it is to be hoped that the island of his home and burial will in the future be known, as formerly, as Allan's Island.

John Allan* was born in January, 1746, in Edinburgh

* For the material of this sketch, the compiler has been largely indebted to the volume of Frederic Kidder, published in 1867, giving account of the military operations at the

Castle, Scotland, where the family are supposed to have fled for security, it being in the midst of the rebellion under Charles Edward Stuart. His father, William Allan, was a Scottish gentleman of means, and a major in the British army, and his mother the daughter of Sir Eustice Maxwell. A few years later, the family emigrated to Nova Scotia, and were among the first settlers of Halifax, moving soon after to the vicinity of Fort Lawrence, at the head of Cumberland Bay. At the breaking out of the American Revolution, we find John Allan, at the age of thirty, with a wife and five children, owning and living upon Invermary, a large, well-stocked farm of three hundred and forty-eight acres, one of the finest in that region, holding the influential positions of Representative to the General Assembly of the Province, Justice of the Peace, Clerk of Sessions and of the Supreme Court, and other offices which indicate his high standing in that community. He is understood to have received part of his education in Massachusetts. At any rate, his sympathies were heartily with the American people in their uprising against the mother country. On account of his fearless expression of his sentiments, he was obliged to leave the province, which he did on the 3d of August, 1776, with a few companions in an open boat, reaching Passamaquoddy on the 11th, and then proceeded to Machias, the most important settlement in the section. After a while, he continued his journey to Boston, thence southward to the head-quarters of the American army, where he had several interviews with General Washington, and dined with him December 22, leaving for Philadelphia, where Congress was in session, the day before the little army made its famous passage across the Delaware and gained the victory at Trenton. The result

time of the Revolution, and other events of Colonel Allan's life; also, to an address by Peter E. Vose, Esq., at the Machias Centennial, May 20, 1863, and a sketch in the *New England Genealogical Register*, written by his great-grandson, George H. Allan, since deceased.

of his consultation with the civil and military authorities was his appointment as "Superintendent of the Indians in the department comprehending all eastward and northward of Connecticut River," and "commander of troops stationed at Machias," with the rank of colonel of infantry. On his return to Boston, he received tidings of the disastrous repulse of Colonel Eddy in an attack upon Fort Cumberland, which had been made in opposition to the advice of Colonel Allan and other judicious persons, and with a force entirely inadequate to the purpose. This attack exasperated the British authorities, who looked upon Allan as one of the principal instigators of the rebellion, and offered a reward of £100 for his apprehension. The soldiers at Fort Cumberland were relentless in their treatment of the families* of those who escaped to the American side of the line. They burned Allan's house and barns, with most of their contents; and his family fled with the clothing they happened to have on, and hid themselves three days in the woods, almost without food. They finally found shelter with Mrs. Allan's friends; but the following year she was arrested and carried to Halifax, where she was kept in prison for six or eight months, with the hope that in this way they might get hold of her husband. Finally, she was released, and joined him at Machias, with her five children. Several other families who escaped from Cumberland at the same time settled in this vicinity, where their descendants are quite numerous.

* Among the inhabitants of Cumberland who espoused the American cause was Captain Elijah Ayer, a native of Connecticut, who had moved to the head of the Bay of Fundy; and, after the defeat, he hid himself in a haystack. The British soldiery made desperate efforts to capture him, and, visiting his home, endeavored by threats and harsh treatment to compel his wife to reveal his hiding-place. Failing in this, as they went away, one of their number took a brand from the hearth and set fire to the dwelling. As the distracted wife and mother was escaping with her infant daughter in her arms, a piece of burning wood fell from overhead, and left a large scar upon the baby's wrist. Arriving at womanhood, this girl was married to Ebenezer C. Wilder, one of the prominent men among the early settlers of Dennysville. When she died, at the advanced age of eighty-seven years, leaving a numerous and most respectable body of descendants, she still bore upon her wrist that same scar of the Revolutionary times.

During the remainder of the war, Colonel Allan was busily engaged in the management of the Indians, a position which he found very perplexing at times, as the British agents were untiring in their efforts to induce the tribes to take part against the Americans, and that they did not succeed was owing largely to the efforts and influence of Colonel Allan. At this day, we can hardly appreciate the value of this service ; but had not the neutrality of the Penobscot, Passamaquoddy, St. John, and Micmac Indians been secured, the infant settlements in Eastern Maine could hardly have maintained their existence. In this duty, he made many journeys along the coast and through the wilderness of Eastern Maine and Western Nova Scotia, with many perils and some hair-breadth escapes. Once, when sorely pressed for supplies, he announced his intention of going to Boston for aid ; and the Indians, fearing he might not return, demanded some security for the fulfilment of his promise. So he left his two eldest sons, William and Mark (the latter father of T. W. Allan, Esq., of Dennysville), with them as hostages. The boys were thirteen and eleven years old, and remained a year or more with the savages, living in their wretched style. A letter which he wrote to them at this time is preserved in the family. It is dated at Fort Gates, Machias, May 21, 1782, and the following is an extract :—

Be very kind to the Indians & take particular notice of Nicholas Francis Joseph and Old Coucouguash. I send you books, papers pens & ink, wafers & some other little things : shall send more in two or three days. Let me entreat you my dear children to be careful of your company & manners, be moral, sober, & discreet. . . . Duly observe your duty to the Almighty morning & night, mind strictly the Sabbath Day not to have either work or play unless necessity compels you. I pray God to bless you my dear boys.

After the close of the war, he moved to Dudley Island, and entered into mercantile business. His account-book

kept at that time has been preserved, and among his customers appears the name of Benedick Arnold (as he spells it). After the close of the Revolutionary War, Arnold went to England, and then moved to St. John, N.B., and established himself in business there. He spent considerable time at Campobello, superintending the lading of his vessels with timber. At this time, he made some purchases of Colonel Allan, which were entered in this account-book. Colonel Allan's mercantile life was not successful; and he retired to that part of Eastport afterward incorporated as Lubec, near the canal, where he resided during the remainder of his life. This home was enlivened by the presence of two interesting daughters, Miss Belle and Miss Betsey, who, in the courtly circles to which residence with their relatives at Halifax had admitted them, gained much of the grace and polish of refined society; and intelligent young men of Massachusetts families, who sometimes came to this remote region, were not slow in discovering the attractions of the house on the main. It was my good fortune to know one of these ladies in her old age, and I well remember the dignity and charm of her manners and conversation.

Colonel Allan's salary had been fully paid; and in 1801, representations having been made to Congress showing the extent of his losses in favoring the American cause, a grant was made to him of two thousand acres of land in Ohio. At that time, Ohio was, practically, a great way off. The grant seems to have been neglected; and, though the land has since acquired a great value, being the site of the city of Columbus, the family never realized any benefit from it.

He took an active part in the incorporation of Eastport, was the last clerk of Plantation No. 8, and his name appears in section 2 of the act of incorporation.* On the first board of town officers he was chosen auditor of accounts, and was moderator in 1802. The following letter is copied from the

* See page 224.

town records, but I have never been able to find any one who remembered the cannon or knew what became of it:—

Gentlemen,—The only article retained at the close of the contest with Britain, and the last remains of a Revolutionary servant is the small cannon now lying on Moose Island, commonly used for celebrating the anniversary of American Independence. At the time of making a return of the ordinance within the Eastern Indian department in April, 1783, Congress was pleased to allow the gun to remain in the Bay of Passamaquoddy for the general use of the Indians, and such other services as contingent incidents might render proper and expedient under the immediate direction and order of the subscriber, to whom they resigned their full authority and claim.

As a small token of the esteem and regard towards the town of Eastport and its citizens, permit me the liberty and pleasure if acceptable to them to resign my right and title of said gun to the town in its corporate capacity to be under the immediate care and direction of the Selectmen for the time being, and to be used agreeably to their order upon the condition that it be not removed from the said town, and also should a separation of the island from the main-land take place that the said gun should be placed on the ground of the latter under the aforesaid regulation.

I shall endeavor to have a suitable carriage prepared for it as soon as possible. With due consideration I am,

Very respectfully, gentlemen,

Your fellow citizen and very humble servant,

JNO. ALLAN.

Eastport, June 28, 1803.

The Selectmen of Eastport, County of Washington.

Colonel Allan died Feb. 7, 1805, at the age of fifty-nine years, and was buried on the island then generally known by his name. Here, in August, 1860, near two hundred of his descendants gathered from far and near, and dedicated to his memory an appropriate monument, which had been erected over the spot where with the remains of this "Revolutionary servant" lie those of his wife and kindred.

CHAPTER XIII.

MAJOR LEMUEL TRECOTT.

ON the disbanding of the army of the Revolution, many officers as well as soldiers, unfitted or unwilling to go back to the vocations which they had left on entering the service, were obliged to turn in new directions; and quite a number became pioneers in the eastern part of the district of Maine, then a comparative wilderness. Among the most prominent

of these was the soldier whose name stands at the head of this chapter.

Lemuel Trescott was born in Bristol County, Massachusetts, in 1751. On the breaking out of the Revolutionary War, he seems to have gone immediately into the army; for we find him, at the age of twenty-four, a captain in White's

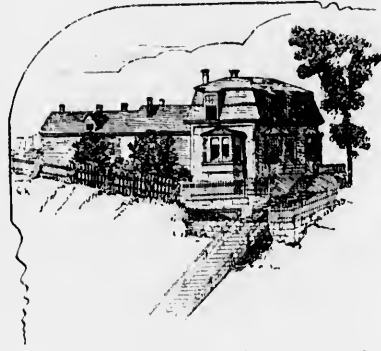


FORT SULLIVAN BATTERY AND BLOCKHOUSE, BUILT 1810.

Regiment at the siege of Boston. He was a distinguished and brave officer, and was appointed major of Colonel Henry Jackson's Massachusetts Regiment, of which David C. was lieutenant colonel, and which was at one time in the command of Lafayette. "Thacher's Journal," which is a standard work on the Revolution, was written by Dr. James Thacher, surgeon to the same regiment. In the book, he makes frequent

references to his friend Trescott, reporting in one place how he was sent in command of a detachment to escort the commander-in-chief, and in another how, in the last month of the war, Oct. 3, 1781, at the head of a detachment of one hundred men, he made an attack on Fort George, L.I., capturing its garrison of two captains, one lieutenant, and eighteen rank and file, with three cannon and a number of small arms, ammunition, clothing, and other goods, only one of his men being wounded; while the enemy lost two killed and two wounded. He was one of the original members of the Massachusetts branch of the Society of Cincinnati.

After coming to Passamaquoddy, he was engaged in lumbering operations on Orange River. When Eastport was incorporated in 1798, he was chosen the first town treasurer, but resigned before the end of the year. In 1803 and again in 1807, he served as moderator at the annual town meeting. Then he was



FORT SULLIVAN COMMANDANT'S QUARTERS, 1870.

appointed collector of customs at Machias; but in 1808 we find him back again, superintending the erection of the battery and block-house at Fort Sullivan. He confesses that he was no engineer, and asks advice about its construction from Major Joseph G. Swift of the army. In 1811, he was appointed collector of customs for the district of Passamaquoddy, to succeed Mr. Delesdernier. At the breaking out of the War of 1812, he was appointed colonel of the Ninth United States Infantry, but did not accept. Under

the conditions of the time, his position as collector was a most arduous and perplexing one.

When Eastport was captured by the British, he did not have time to escape, but secreted his most important papers. The hiding-place was afterward pointed out by a man whose vessel he had seized, who watched his movements and took this mode of revenge. He had a singular way of mixing up private and official business in his correspondence, and in a letter which was copied into the custom-house records he expresses his opinion that the informant was a "scoundrill." After moving to Lubec, he seems to have become disgusted



because those who remained behind made the best of the situation.

"Fine times" (he writes) "at Moose Island now, balls, parties, etc., and everybody swallowing the oath." In a later letter, he relents, and says,

"People are not to blame for trying to save their property."

After the close of the war, he remained at Lubec, and, when relieved from the duties of the collectorship by the appointment of his successor, continued to reside there until his decease. He contributed liberally to the erection of two churches, one at the Point and the other near his residence. When Lafayette made his last visit to the United States in 1824, Major Trescott went to Boston for the express purpose of meeting his old companion in arms. The same year he was chosen one of the electors for Presi-

dent and Vice-President for Maine, but ill health prevented his meeting with the electoral college; and Hon. Asa Clapp, of Portland, was selected by his associates to fill the vacancy, and the vote of the State was cast for John Quincy Adams.

He died at Lubec August, 1826, aged seventy-five years. The funeral services were largely attended, military escort being performed by the Eastport Light Infantry under the command of Lieutenant O. S. Livermore. In the disposal of his estate, legacies were made for the benefit of the public school in his own district and for the Washington County Bible Society.

When, in 1831, the citizens of Eastport built a public hall, considered at the time quite spacious and elegant, it was called Trescott Hall,—an evidence of the general respect entertained for his character and public services. This well-remembered building, after serving the town half a century, was burned in 1881. Fort Sullivan, of which he may be said to have been the builder, has been dismantled; but his name is kept in remembrance in the county and State, as Plantation No 9 was incorporated in 1829, and is now the town of Trescott.

CHAPTER XIV.

CAPTAIN JOHN SHACKFORD AND FAMILY.

BY SAMUEL SHACKFORD, OF CHICAGO, ILL.

CAPTAIN JOHN SHACKFORD,⁴ born at Newbury, Mass., in 1753, was descended from William¹ and Deborah (Trickey) Shackford, of Dover, N.H., through Joshua² and Elizabeth, and Samuel,³ who married Mary Coombs at Newbury, July 9, 1740. He was a seaman in early life, as his father was before him. He visited Eastport as early as 1768, and settled there about 1783, and was the first permanent settler in the town of whom we have certain knowledge. In 1784, he had completed an establishment for taking and curing fish, and built a log store near the site of the present International Steamship Company's Wharf, where he kept a supply of such goods as were required by fishermen and Indians.

In 1787, having built a dwelling-house near the shore, at the foot of Shackford Street, he brought his family, consisting of wife, sons John and William, to their new home in the wilderness, in a small vessel, the "Industry," which was the first vessel owned in the place, the fishing business previously having been carried on in open boats. The old log store was standing as late as 1840, then being used as a stable. The "Red Store," so called, was built later, and was removed from its original site at the head of Steamboat Wharf, near fifty years ago, by John Shackford, Jr., and still exists, a portion of it being the main part of the residence at the south-west corner of Third and Middle Streets, owned

and occupied by the late Caleb S. Huston; and, from its well-preserved appearance, it may last another century. Another portion of the old building is the small, two-story frame house, situated on the windmill lot, on Water Street, at the foot of Third Street.

The first wife of Captain Shackford was Esther, daughter of Mr. Gideon Woodwell, an extensive ship-builder of Newbury. They were married Nov. 26, 1780. She had been well reared, and was a woman of superior intelligence in her day. In this solitude, remote from civilization, with few congenial neighbors to cheer a weary, anxious life, she passed many years. They had a family of eleven children, who were indebted to their mother for nearly all the educational advantages they ever enjoyed. School-teachers were rarely obtainable, in those days, in this then out-of-the-world place. For a brief period the services of William Lloyd Garrison's mother* were secured to teach in the family, her home then being on Deer Island, in the adjacent province of New Brunswick.

Captain Shackford was an enterprising man, and carried on a considerable business in the early settlement of the town. Among the vessels owned by him, we have the names of the "Delight," "Hannah," "Sally," and "Patty." The latter was reckoned a fine craft by the early inhabitants, and plied as a packet between Eastport, Portland, and Boston, commanded by Captain John Shackford, Jr., and was the first freight and passenger vessel employed on this now busy route.

The Shackford farm, as marked by present boundaries, lay between Key Street and Shackford Cove, extending westerly one mile to the county road, in addition to which he owned the property called Shackford's Head, of one hundred acres, situated west of Broad Cove. He was a soldier of the

* Frances Maria Lloyd, afterward wife of Abijah, and mother of William Lloyd Garrison.

Revolution, and marched under Arnold, in Captain Ward's company, through the wilds of Maine, to the attack of Quebec, where he was taken prisoner in the assault upon the city, and confined nine months in prison, six weeks of the time in irons. After his release, he served under Washington at Kingsbridge. After the Revolution, Benedict Arnold became a merchant and ship-owner at St. John, N.B.; and Captain Shackford loaded a vessel for him at Campobello, under Arnold's personal direction. In referring to this circumstance, he says: "I did not make myself known to him, but frequently, as I sat upon the ship's deck, watched the movements of my old commander, who had carried us through everything, and for whose skill and courage I retained my former admiration, despite his treason. But, when I thought of what he had been, and the despised man he then was, tears would come, and I could not help it."

Captain Shackford commanded the first militia company organized in the town, his uniform consisting of an old Continental three-cornered hat and a sword. His men were a sturdy, wild set of fellows, who appeared to think that the first duty of a soldier on training days was to drink toddy; and their captain had a hard enough time to control them. Many of them having served, half-clothed and half-fed, in the Continental Army, doubtless felt that they had earned the right to an occasional frolic. Whatever the weaknesses of those veterans may have been, the world, surely, was benefited by their services. When the English fleet captured the town, during the War of 1812, and the commodore came on shore to take possession of the island, Captain Shackford met him at the shore, carrying a goad stick in his hand, and addressed him thus: "Well, sir! what brought you here? I am King of this island, and these are my subjects. If you behave yourself, you can come on shore: if not, you had better be gone." The commodore politely

assured him that he had called on business, and trusted that he should conduct himself in a manner becoming a gentleman and to the satisfaction of his Majesty. After the English had taken possession of the town, all inhabitants were ordered to swear fidelity to the King, or leave the town and have their property confiscated. But the old soldier, when summoned to appear and take the oath, replied to the officer that he had fought under General Washington; that he might take four horses and draw him in quarters, but never would he swear allegiance to the King of England! It was probably on account of his eccentricity and boldness that the old gentleman was excused from taking the oath, and allowed to retain his property.

After having lived to see his town become one of the important business ports in Maine, he died on Christmas Day, 1840, in the eighty-seventh year of his age; and his epitaph, selected by the late Honorable Lorenzo Sabine, was, "An honest man is the noblest work of God." After his decease, his second wife, who was Widow Elsie Olmstead, obtained a pension from the United States government for his services in the Revolution. Levi, a brother of John, was wounded at the battle of Bunker Hill; and William, another brother, was captured on the privateer "Dalton," and confined in the "old mill prison" for three years. On being released, he served in the Continental naval service, under the renowned Paul Jones, and was killed, or died, in the service. He was not afterward heard of by his friends. His sister Mary married Caleb Boynton, whose name is perpetuated in Boynton Street and the Boynton School.

The family of Captain John and Esther Shackford, who lived to maturity and had families, were four sons, who became ship-masters, and three daughters, two of whom married ship-masters. The eldest son, John, Jr., born at Newbury, July 1, 1781, died at Eastport, aged eighty-seven. As already

stated, he commanded the first vessel owned in the town, and for thirty years or more continued to run a packet in the Boston and Eastport line, through winter's storms and summer's fogs. He knew by sight all the dangerous places along the coast, but never had more than a passing acquaintance with them, and during his long experience as shipmaster never had occasion to call upon his underwriters for a dollar. The "Boundary," his last packet, so well known as



SHACKFORD'S COVE AND WINDMILL, 1845.

the swiftest vessel on the coast, was driven off the route on the introduction of steamships, when she was twenty-one years old; but for twenty years after she was a stanch craft, engaged in the coasting trade. The windmill which stood upon the bluff at the entrance of Shackford's Cove for a generation or more was built for him, but, on account of location or fault of construction, proved a failure. In a moderate breeze, like a balky horse, it would not go, and in a gale of wind nothing could stop it until the wind abated.

The old mill, after it had become dilapidated by wind and weather, was a picturesque object in approaching the town from the sea. It was taken down by its owner about forty years ago, much to the regret of the public.

The three sons of John, Jr., who lived to manhood were: Captain Benjamin, who died at Eastport in 1885, aged seventy-three; Charles W., who sailed from Philadelphia master of the brig "Esther Elizabeth," and was never heard of more; and Captain John L., who died at St. Thomas, West Indies.

William, the second son of John and Esther, born at Newbury Nov. 23, 1783, was a seaman from early boyhood. He commanded the "Active" in 1807, afterward the "Sally," "Orient," "Blockade," "Five Brothers," and was engaged principally in the West India trade. He commanded the brig "Dawn," which was taken by a French cruiser during the wars of Napoleon I. and taken into France. On being released, he crossed over to England, and from there worked his passage home as a sailor before the mast. He then commanded the "Lady Sherbrook" and the "Sarah." His last vessel was the "Splendid," a fine vessel, built especially for the passenger trade between Eastport and Boston. About 1833, at the age of fifty, he retired from the sea, and engaged with his brother Jacob and the Hon. Lorenzo Sabine in mercantile pursuits. He died in 1870, aged eighty-seven, leaving, by his second wife, Mary, daughter of Captain Jacob Lincoln, sons,—John William, who for many years commanded the steam packet-ship "Illinois" and other ocean steamships, and is now master of Jay Gould's famous steam yacht "Atalanta"; Captain Edward Wallace, a successful ship-master; and Ebed Lincoln, who, after serving in the Union Army during the Rebellion, settled at St. Paul, Minn., where he is now, a thrifty merchant.

Captain Samuel Shackford, third son of John and Esther, born at Eastport Sept. 28, 1786, was probably the first native-

born citizen of the town. He married, Dec. 12, 1818, Elizabeth, daughter of Otis and Elizabeth Thompson-Lincoln, of Birch Point, Perry, Me. She died at Eastport April 28, 1884, aged ninety. He died of yellow fever in Demerara, South America, August, 1820, at the early age of thirty-two, leaving a son, Captain Samuel, who removed to Chicago in 1853, engaged in mercantile pursuits, and was one of the early members of the Board of Trade.

Captain Jacob Shackford, fourth son of John and Esther, born at Eastport Jan. 29, 1790, was a noted ship-master. About 1824 he commanded the steam brig "New York," the first steam vessel to enter Eastport Harbor. I remember to have seen her, long ago, coming up the river against the tide, puffing, and exerting herself for all she was worth, apparently trying a race with Cherry Island, and getting the worst of it. She was not a thing of beauty compared with steamboats now on the route. For many years he sailed the "Compeer," and other packets, between Eastport and New York, at a period when a numerous Irish emigration landed at St. John, N.B., and came to Eastport for passage to "the States." He retired from the sea about 1832, to become a member of the firm of W. and J. Shackford & Co., the "Co." being the Hon. Lorenzo Sabine, who soon retired from the firm to engage in literary labor, the brothers continuing to carry on an extensive mercantile business, ship-building, and fishing. By wife Eliza, daughter of John Pearce, he had eleven children, five of whom lived to adult age. Their son, Captain George W., an unusually promising young man, died unmarried. William is port captain in the Pacific Mail Steamship Company's employ at Aspinwall, and has a family. Henry Nevis went early to sea, and has not been heard of. Their daughter, Matilda Sabine, married Charles B. Paine; and daughter Eliza A. is unmarried. The father departed on his last long voyage, "on the ebb tide,"

Saturday afternoon, June 19, 1869, aged seventy-nine years, having lived an active, useful, conscientious life.

The three daughters of John and Esther Shackford who lived to womanhood were: Hannah, who married Captain Darius Pearce; Esther, who married Joshua Hinkley; and Sally, who married Captain John Lincoln.

The Shackford men in this branch of the family have for four generations, with few exceptions, been ship-masters. There was a numerous family of them at Eastport, only one of whom is now remaining there who bears the family name. The mansion left her by her father, at the corner of Water and Key Streets, is the only one of the Shackford residences spared by the recent disastrous fire which swept that part of the town, originally the water front of the old Shackford farm, as bare as it was when the first Captain John, "the King of Passamaquoddy," landed his family there from the "Industry" more than a century ago. But, should the family name disappear from among the inhabitants, in Shackford's Cove, Shackford's Head, and Shackford Street it is firmly fastened into the local landscape.

CHAPTER XV.

CLARA ARTHUR MASON.

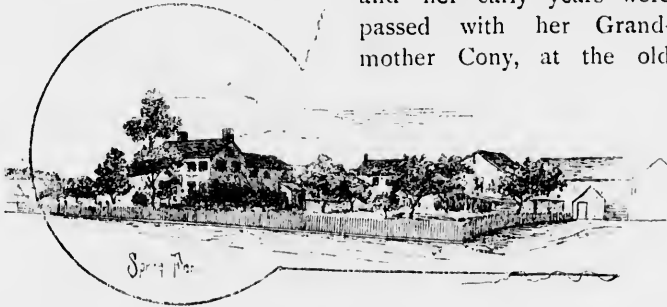
THE most marked and important of the numerous indentations in the shores of Moose Island is Broad Cove, which well deserves the description of "good harbor" given it in Mr. Jones's old map. With Shackford's Head stretching round, steep and rocky, at the right, the smooth greenness of Staniel's Point nearer at hand on the left, and the long shore of beach and cliff curving gracefully between, it makes a combination of land and water most fair to look upon. In and out, on the wide flats, the uneasy tide of the Bay of Fundy comes and goes with rapid pace. In midsummer days, the bared surface sometimes gathers sufficient heat to mitigate the icy temperature of these northern waters, and gives the island youth a passable chance to learn to swim; and to many scattered far and wide about the world Broad Cove is remembered for this favor to boyish sports. But by no means is this the only charm of the cove. Many who never braved its waters well remember the beauty of its setting in the landscape, and the pencil of one gifted woman* has transferred its attractions to canvas.

On its shore stands, solitary, grim, and square, a weather-beaten mansion, not at all suggestive of childish joys or the poetic fancies of opening womanhood. Yet, from the life and writings of one who had here her early home, the place has gathered rich and hallowed associations. In preceding chapters have been sketched the lives of stalwart men, born

* The late Mrs. Martin Bradish.

in distant places, who lived in stormy times, made their mark by patriotic service, and found their last resting-places on these frontier shores; and this volume ought not to miss the story of the fair child and consecrated woman who has linked her name with these scenes, though early in life she ended her earthly career in distant Hindustan, and found her last resting-place in the shadow of the great Asiatic mountains.

Clara May Stevens,* the youngest child of Samuel and Mary (Cony) Stevens, was born at Spring Farm, Eastport, June 17, 1844. Her mother died at the time of her birth; and her early years were passed with her Grandmother Cony, at the old



house on the shore of Broad Cove. In this quiet home, with its picturesque surroundings, she early showed her poetic instincts; and when at the age of eight years she returned to Spring Farm, with its cultured Christian atmosphere within, and external environment of fields and woods and outlook upon spreading waters, she was still in constant communion with nature. Her education was gained in the schools of the town, supplemented by a year's residence and study at Providence, R.I. With mental growth came spiritual development; and she united herself early with the

* For the substance of this sketch, the compiler is indebted to Mrs. Mason's sisters, Mrs. Emory Lyon, of Providence, R.I., and Mrs. Samuel C. Haskell, of St. Paul, Minn.

Washington Street Baptist Church, the religious home of her family. Her father died in 1871, ripe in years. Her own story of watching at his bedside reads: "Now, as in the night hours he slumbered and the lamps burned low in that sick-chamber, thinking of the childhood home so soon to be broken up, and looking forward to the possibilities of life for me, I was touched with sympathy for the needs of the untaught millions in pagan lands. So there, by that dim light, on the leaves of an old book, with prophecy all unconscious of my own future, I pencilled this missionary hymn: —

"The sails are set, the anchor weighed,
Our ship goes sailing, sailing;
Come, north wind, from your cloudy caves
In breezes never failing!

"'Tis break of day, and far astern
I watch the seaweed drifting;
The coming dawn from off the sea
The shades of night are lifting.

"O rays of light from out the East,
Ye bring the voice of wailing!
Come, Holy Spirit, breathe on me
Thy comfort never failing!

"To lands far off, for thee, O Christ,
I go to tell the story;
Shine thou upon that sea of souls,
And flood it with thy glory!

"The joys I leave are but to me
As seaweed idly drifting,
For on that sea of human souls
I watch the shadows lifting.

"Ye north winds, blow! Thou ship, speed on!
My hopes with thee are sailing.
O Holy Spirit, breathe on me
Thy comfort never failing!

“So shall my heart for work so great
Be strong in its endeavor,
Until my soul, above its fears,
Is lifted up forever.”

The next two years Miss Stevens spent with her sister at Newton Centre, Mass. Here, with many of the old home furnishings about her, she studied and wrote. The merit of her verses was quickly recognized by editors, through whose substantial appreciation nearly all of her short pieces were published in Boston and New York periodicals. By and by came fulfilment of the prophecy of her midnight vigils; and in June, 1873, she was married, at her brother's home in Boston, to Rev. James Hope Arthur, appointed missionary to Japan by the Baptist Missionary Union. Mr. Arthur was a recent graduate of Brown University and Newton Theological School. In the War of the Rebellion, he had enlisted in the Seventh Connecticut Regiment, was wounded while on picket duty, made a prisoner, and detained several months in prisons and hospitals, then exchanged, and served out the term of his enlistment. Before leaving on their distant service, the young missionaries visited Eastport; and this is Mrs. Arthur's description of their good-by to the scenes of her youth:—

After my mother's death, our grandmother's house became the home of my childhood. And now, when for me also wedding bells had rung, and benediction been given, before entering upon a life-work in a foreign land, I came back to say good-by.

I think of my grandmother's house as I saw it that summer's day. I noticed the abundance of the mountain-ash berries, the summer wind carrying off the hoary heads of ancient dandelions. I remember the tall clock in the corner, with its measured tick; I remember the old china in comely array upon the supper-table; I remember my dear grandmother herself, the joy and not the sorrow of ninety summers a legend in her face. I said then to

myself, "How beautiful she is, and how near heaven!" To-day she sleeps beside her husband and beside my mother, under the pines of the island cemetery; but I think of my grandmother always as she looked that day. I left her that summer afternoon, and went back along the country road, with its border of elder-trees, and down through the streets of the busy town. We heard the shrill whistle of the steamer at the wharf. It was the signal for belated passengers. There was a general retreat of newspaper boys. We went on board the steamer, the paddles moved, and we were *en route* for Japan, *via* Boston, Chicago, and San Francisco.

The story of the arrival of the missionaries at Yokohama in October and the experiences of their life and labors there are pleasantly related in her second book, "Etchings from Two Lands." It tells of the formation of the first Baptist church of Tokio, of their summer in the mountains, house-keeping in the city, and of the coming of little Jamie, whom the Japanese called "Kawai baby san," meaning "Beautiful Mr. Baby," "Mr." being used alike for men, women, and children in that country.

In the fourth year, Mr. Arthur's health began to fail; and the family made the return voyage, and spent the summer and autumn in California. But the change of climate did not bring the relief hoped for, and he died at Oakland on the 9th of December, 1877; and their infant son, Russell, lived but three weeks later. Mrs. Arthur and Jamie then returned to Massachusetts; and, when the strain of her recent bereavements permitted, she resumed her literary work. She took a course of theological study at the Newton Seminary, and visited the churches extensively, both East and West, seeking to arouse enthusiasm in the cause of missions. In 1881, her volume of poems was published by Messrs. D. Lothrop & Co., taking its title—"Cherry Blooms of Yeddo"—from the longest poem in the book. The themes of her earlier poems were taken from the scenery of

the home of her childhood and vicinity; and two of these, "My Grandmother's House" and "Friar's Head," are inserted here. Her later poems largely relate to her missionary experiences, and reveal the current of her thought in taking up her chosen life-work and meeting its trials and responsibilities, and afford tender and touching glimpses of her inner life.

In 1883, Mrs. Arthur became acquainted with Rev. Marcus C. Mason, a graduate of Madison University and Hamilton Theological Seminary, who was in this country for rest, his mission being at Tura, Garo Hills, Assam. Mr. Mason's personal worth and the pressing call of the heathen inspired her to a fresh consecration, and she went forth again into foreign life as a missionary's wife. Mr. and Mrs. Mason sailed from New York Sept. 6, 1884, for Liverpool, where they embarked for Bombay, and thence on to Calcutta, where they took a steamboat and ascended the Brahmapootra River about two hundred miles, whence their journey was across the country and up to Tura. Mrs. Mason had been but nine days in her new home when she was attacked with the fever of the country, which terminated fatally December 9. She was laid at rest in the English cemetery in Tura, the British officers, with international courtesy, offering this spot for her grave. Here in this far-away "God's acre," enclosed by a thick, closely cut English hedge, the turf is green and fair, and English flowers bloom; while the Spanish bayonet plant guards the entrance to this sacred spot, hallowed by the last repose of this gentle and gifted daughter of our frontier island.

In 1886, Mrs. Mason's prose work, "Etchings from Two Lands," was issued by Messrs. D. Lothrop & Co., the publishers of her earlier volume of poetry. This volume, which was left in manuscript at the time of her departure, was considered of special value by the author, as giving the history

of the first Christian church located in the very midst of the heathen population of the great city of Tokio; and, on account of its merits of style and narrative, it is a fitting companion for the earlier volume, both illustrating the author's versatile gifts most effectively.

MY GRANDMOTHER'S HOUSE.

Built years ago, large, quaint, and square,
Things old-fashioned everywhere;
Grandmother's house, were you ever there?

In quest of a place on a summer's day,
When they went to build, did they lose their way.
Among daisies and buttercups go astray?

Lose their way and say to each,
"We will put it here by the rocky beach,
Just from the waters out of reach?"

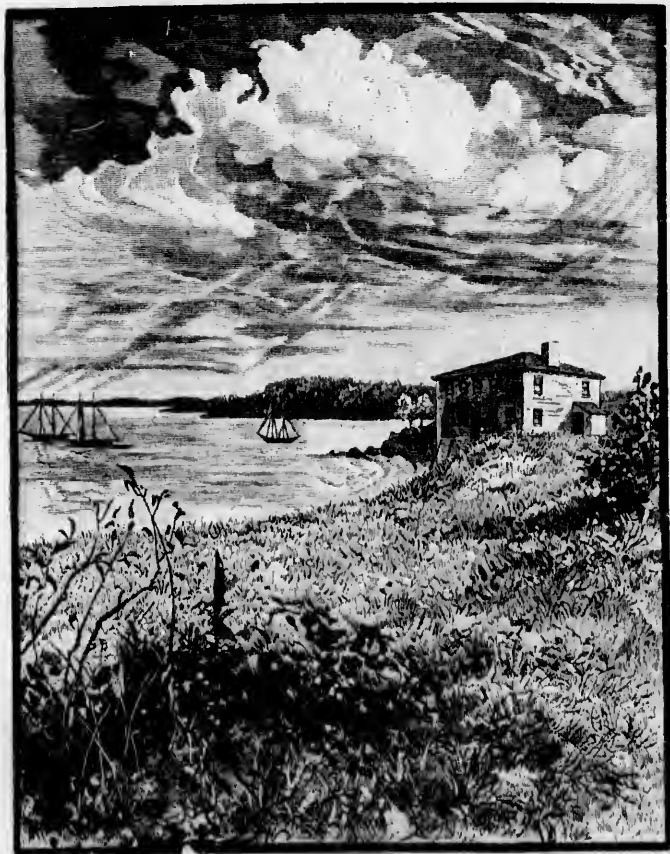
And so they built it; large and square,
Cosy corners here and there,
Old-fashioned wonders everywhere.

Unlooked for nooks on every side,
Queer old places where one might hide,
Grandmother's house, our childish pride.

Old-fashioned dishes, fit for elves,
Stowed away on closet shelves;
Unmatched platters by themselves.

Curious china, quaint and old,
Thirteen stars in blue and gold
Two gilt doves in circle hold.

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CONY HOUSE, BROAD COVE.

· My grandmother's house, were you ever there? ·

On topmost shelf, without a mate,
All alone there stands a plate,
Relic of an ancient date.

Of have I turned from dainties spread,
Forgot my slice of wheaten bread,
To con that pictured plate instead.

Its full rigged ships of deepest blue,
The seas unruffled sailing through,
Towards a distant landscape view.

Flying pennants at mast-head each,
Ships that sail, but never reach
The bluish pebbles on the beach.

In its red case, standing tall,
Ticks the clock against the wall,
Its benediction on us all.

On braided mat in a cosey chair,
The glory of the house is there,
Time's gathered snow upon her hair.

The story of her life is told;
She is drifting away in the mist and the gold
Of a life beyond that never grows old.

Drifting away, and out of sight,
Into the glory of a greater light,
Into a day that hath no night.

And in all the world there never will be
Among daisies and buttercups down by the sea
A house old-fashioned, like this, for me.

FRIAR'S HEAD; CAMPOBELLO

The days were bright; the days were
 long;
 The tide was swift; the breeze was
 strong;
 To Friar's Head; with jest and song;
~~Happy and gay.~~
 We sailed away.



We boiled the chowder on the beach,
 A spoon and a bowl were given to each,
 While there stood the pickles just out of reach;
 And some played a tune
 With their bowl and spoon.

Some doffed their hats to the Friar gray,
 And said, "A penny for your thoughts to-day!
 You look so wise. Have you nothing to say?
 Give us a speech
 As we sit on the beach!"

Then the old Friar of Friar's Head,
 Standing up in his rocky bed,
 Said, "What to me are pickles and bread?
 For I heed not
 Your chowder hot!"

"But I am a Friar old and gray,
 And keep my vigils night and day,
 Over the waters of 'Quoddy Bay,
 Standing alone
 In my suit of stone.

"I watch the boats that come and go,
Their sails gleam like the drifts of snow;
Hither and thither, to and fro,
They sail away
Over the bay.

"Ships in harbor at anchor ride,
Boats that smuggle softly glide,
Drifting slowly with the tide;
I see them creep
Through shadows deep.

"On summer nights I see you float,
Ladies gay, in your pleasure boat,
Till far away you seem but a mote
The shadows among,
Drifting along.

"To the homes that stand in the twilight gray,
To the hearts whose hopes have been all day
With you, as you sailed out over the bay,
Out of my sight
You go in the night.

"But who is the boatman to guide you through
The fogs of the world, which hide from view
That other home which is waiting for you,
Out of your sight,
Beyond the night?

"No home awaits the Friar old.
I stand in the winter's bitter cold,
Wrapped in the sea-fog's briny fold.
Winds of the sea
My litany!

"I am rocky and stony, old and grim,
Standing here on the water's rim,
While the years go by to the ages dim,
Watching still
Under the hill."

Much we wondered; for so it would seem
That the smoking coffee and chowder's steam
Had wakened the Friar out of his dream.

What else could unlock
The heart of a rock?

So we made the Friar a buttercup crown,
And we left him there in his rockweed gown,
While the fog came in when the sun went down,
And we sailed for the light
Through the fog and the night.

CHAPTER XVI.

EASTPORT LIGHT INFANTRY.

THE older generation of readers will remember the time when military service was required of all citizens between the ages of eighteen and thirty-five, with some special exceptions, and when every town had at least one organized military company. On training and muster days, bands of sturdy, vigorous men would turn out in ordinary dress, bearing arms of various makes of the old flint-lock type, the officers alone making pretence of wearing uniforms. There were, however, usually connected with each regiment one or more independent companies, appropriately uniformed, and more or less skilled in military drill and manœuvres. Eastport had two such companies. The oldest was the Eastport Washington Artillery, of which William Hills appears to have been the first commander, and his successors, Ethel Olmstead, John Swett, Gideon Stetson, Andrew R. Bradford, Benjamin Snow, Peter Whelpley, and Jabez T. Pike. The last is still living in California, and a number of the old rank and file are among our best citizens; but it is not learned that any of the company's records are in existence.

Of the other independent company, the Eastport Light Infantry, Captain (afterward major) Samuel Witherell, Captain George A. Peabody, Lieutenant (afterward colonel) Hiram S. Favor, and Lieutenant Simon Stevens, with a goodly number of their comrades in arms, are still in active life; and to the careful custody of Lieutenant Stevens we

are indebted for the preservation of the earlier records of the company, some of those of later date having been lost in the fire of "thirty-nine." During the thirty years of its existence between 1812 and 1842, many of the influential men of the town were enrolled in its ranks: and a sketch of the history of the company, as gathered from these records, may be of interest to the survivors, descendants, and others connected with Eastport by birth or residence. There are three record books, besides some company rolls; and one of the former, bound in old-fashioned white parchment, contains copies of general orders. The following is the first entry in this book:—

General Order.

COMMONWEALTH OF MASSACHUSETTS,)
HEADQUARTERS BOSTON JAN'Y 25, 1812.)

The Commander-in-Chief having taken the advice of the Council upon the petition of Lemuel Crackbone and others of the town of Eastport, praying for the establishment of a Light Infantry Company, thereupon orders that Lemuel Crackbone and others the said petitioners, together with those who may associate with them, by voluntary enlistment within the limits of the third Regiment in the Second Brigade of the tenth Division be formed into a Light Infantry company, and that the same be annexed to the said Regiment.

By order of the Commander-in-Chief

WM. DENNISON,
Adjutant-General.

At that time, Brigadier-general John Brewer was commander of the Second Brigade; and Jonathan Bartlett, of Eastport, was brigade major. In those years, the little village of Robbinston was the military head-quarters of the frontier, being the home of General John Brewer, General John Balkam, Colonel Thomas Vose, Jr., and Major Job Johnson. At that time, regiments were organized under command of a lieutenant-colonel, with two majors. Oliver

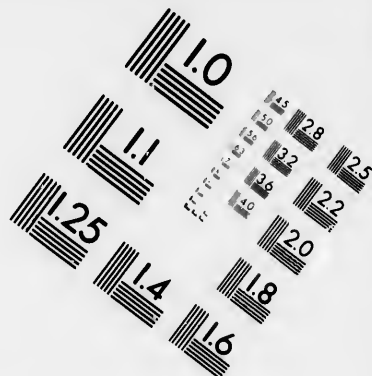
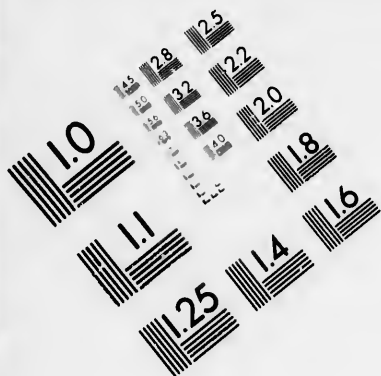
Shead, of Eastport, was lieutenant-colonel, and Joseph Whitney, of Calais, and John Balkam, of Robbinston, majors of the Third Regiment, which consisted of one company of infantry from Eastport, Captain J. N. Peavy, Captain Jairus Keene's company from Calais, Captain Reynolds's Lubeck company, one from Robbinston, commanded by Captain Thomas Vose, Jr., and the Dennysville company, of which at the time Ensign Bela Wilder was the only commissioned officer. Afterward, Ebenezer C. Wilder was chosen captain, and Daniel Kilby ensign. To this regiment, the new light infantry company was joined. In the brigade was a battalion of artillery under command of Major Samuel Wheeler, of Eastport, which consisted of the companies of Captain M. J. Talbot, of Machias, and Captain William Hills, of Eastport, the latter mustering with the Third Regiment.

By order of Colonel Shead, the following petitioners—Mr. Lemuel Crackbone, John Buck, Samuel Hall, Thomas Green, Thomas Treadwell, Alanson T. Rice, Stephen Hatch, Henry Taylor, John Wood, Philip T. Bell, Amos Fowler, Seth Blanchard, Job K. Bennett, Henry Poet, George Street, Jeremiah Chase, Noah Fifield, Ethel Olmstead, George Hobbs, Samuel B. Wadsworth, Robert Newcomb, John Bastow, Charles Peavey, Thomas H. Woodward—were notified, and warned to meet in front of the Gun House on the 23d of May, at 4 P.M., to choose officers. On that occasion, Seward Bucknam was chosen captain, Isaac Lakeman lieutenant, and Lemuel Crackbone ensign. The latter declined to accept the position, and soon after moved to Boston, where for many years he was agent for the Eastport line of packets, and had intimate business connections with our merchants. Thomas H. Woodward was chosen to fill the vacancy, and he seems not to have served long; and William Frost became ensign in 1813. Abijah Gregory, Samuel B

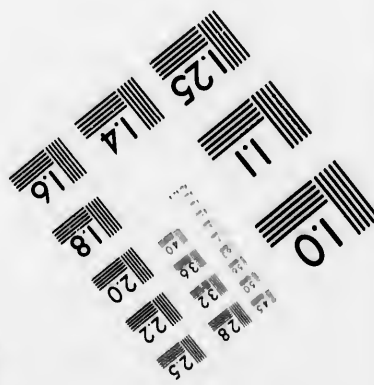
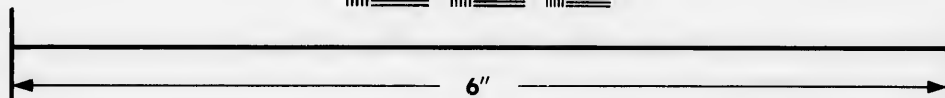
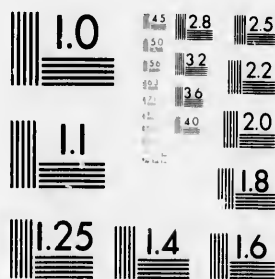
Wadsworth, Nathaniel F. Fosdick, and Lewis Putnam were chosen sergeants. It was also voted to adopt the following uniform: blue short coat faced with red and trimmed with binding; white kerseymere pantaloons, trimmed with red; vests bound with red cord; black gaiters, trimmed with red; cartridge boxes, with red belts to clasp round the body; caps and guns to be left to the discretion of the committee.

In general orders of June 27, 1812, Colonel Shead requests "the officers of the several companies to exert themselves in having good music, the Government having furnished each company with a drum and fife, no doubt some persons can be bought to beat the drum and play the fife, and hopes at the fall inspection the 3d Regiment will in music and every other martial and military evolution equal the 2d Regiment." The brigadier-general had praised the accomplishment of the Second Regiment, which had its head-quarters at Machias. Immediately after this came tidings of the declaration of war against England, on the eighteenth day of June, 1812; and the general orders show various steps of preparation for the defence of the frontier. One from General Brewer, dated at Robbinston, June 28, directs the commanding officer of the Eastport Light Infantry to consult with the committee of public safety for the town of Eastport on the most proper disposal of his company for the purpose of defending the town.

Another book contains company records, and gives reports of meetings for various purposes of organization, voting in new members, and drill held at Mrs. Young's and John Wood's inns; and the accounts of the company in the same book show considerable sums paid for liquors, and in those days it would have been much the same, had it been the assembling of an association for building a meeting-house. N. F. Fosdick was clerk of the company, and the records show his clear chirography. Here is a sad item: "This day



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Lieut. Isaac Lakeman who departed this life April 27th 1814, was buried with military honors under command of Ensign William Frost"; and two pages further on appears another entry which it must have been still harder for a soldier to make,—

Moose Island captured by the English this day July 11th 1814, and the Eastport Light Infantry Company commanded by Ensign W. Frost was under the disagreeable necessity of delivering up their arms.

But Orderly Sergeant Fosdick carefully puts away his book and bides his time, and four years later was able to make immediately below on the same page the following jubilant report:—

June 30th 1818, this day Moose Island was surrendered by Capt. R. Gibbons of his Majesty's 98th Regiment, agreeable to the 4th article of the Treaty of Ghent, to Brig. Gen. Miller on the part of the United States, and Col. Henry Sargent on the part of this State. The American flag was hoisted this morning at 6 o'clock, which was greeted by the inhabitants with six hearty cheers!

With the resumption of the authority of the United States, a new era of prosperity for the town set in; and, with the fresh impetus given to business, social, and religious interests, the military organizations were not forgotten. A meeting of the remaining members of the Light Infantry was called on the 3d of August, 1818, at which N. F. Fosdick was chosen chairman and Samuel B. Wadsworth secretary. By death and removal from town, they had been left without commissioned officers; and it was voted that the chairman be requested "to write to Col. John Balkam for orders to call the company together for choice of officers, and that he be desired to assist in securing our former establishment." A large

number of new members were voted in. Colonel Balkam issued an order to Sergeant Fosdick to convene the company under his command for choice of officers, and the following were elected: Captain Seward Bucknam, Lieutenant Leonard Pierce, Ensign Isaac Hobbs, Jr. Captain Bucknam declined; and at a later meeting a committee, consisting of Leonard Pierce, Isaac Hobbs, Jr., Thomas Child, Jonathan Buck, and William Delesdernier, were appointed to select a candidate for commanding officer. They proposed the name of I. R. Chadbourne, and he was chosen. Thomas Child, Robert Tetherly, and Samuel Whitcomb were chosen to fill the vacancies as sergeants. Later, the following uniform was decided upon: short blue coat, single-breasted, and standing collar, with four buttons on same, three rows of buttons in front, pocket-flaps with four buttons, buttons to be stamped with the arms of Massachusetts, a lace diamond on each fold; round hat with cockade, and small eagle; black silk handkerchief over white waistcoat, with white dowlas pantaloons. The uniform appears to have been made by Starboard & Rice. A pattern of hat from Portland not being satisfactory, it was decided to have them made at home; and it was then voted "that every member leave the size of his head with Jonas Gleason to-morrow if practicable." The company meetings were held at Captain Swett's, Mr. Bates's, or Mrs. Mitchel's taverns; and the place of drill was at Hathaway's store. Oct. 21, 1819, they met to fire at a target, and it is recorded that Mr. Samuel White proved to be the best marksman; and in the evening the company partook of a supper prepared by Mr. Stephen Jones. At this time Benjamin King, a former member of the company, was chosen lieutenant-colonel of the regiment. Oct. 11, 1819, Private Elijah D. Green asked his discharge from the company, which was granted; and he afterward became colonel of the regiment.

In March, 1820, Captain Chadbourne resigned to accept

the position of division inspector on the staff of Major-general Herrick, and Ensign Hobbs resigned soon after. Then Leonard Pierce was chosen captain, N. F. Fosdick lieutenant, and Thomas Child ensign. Sept. 14, 1820, the Eastport bridge connecting the island with the mainland was opened with great rejoicings; and a procession, under the escort of the Artillery and Light Infantry under command of Captain Leonard Pierce, performed the inauguration ceremony by marching across and returning with flags and music. The Light Infantry performed escort duty regularly at the annual Fourth of July celebrations. April 3, 1821, Theodore Lincoln, Jr., writes from Dennysville, asking discharge on account of the inconvenience of doing duty while living so far away.

In 1822 another uniformed company was added to the regiment by the organization of the Lubec Rifle Corps under the command of Captain Life Smith. After the setting off of Maine as an independent State, the militia organization was but little changed, except in the numbers of the divisions, the eastern, formerly the tenth, becoming the third division. Some time later, when a new regiment had been formed, taking away the companies of the towns north of Perry, Eastport became the head-quarters of the Third Regiment, First Brigade, Seventh Division of the Militia of Maine. On the 4th of July, 1824, the company was presented with an elegant standard by Seward Bucknam, Esq., its first commander, with a brief address, which was responded to by Ensign O. S. Livermore, who accepted it in behalf of the company. In August, 1826, the company, under the command of Lieutenant Livermore, went to Lubec to perform escort duty at the funeral of Major Lemuel Trescott, a Revolutionary veteran, who had served under Lafayette, and held prominent public positions in later years. The following is a complete roll of the company Sept. 9, 1824: —

Captain, Nathaniel F. Fosdick; lieutenant, John L. Bowman; ensign, Oliver S. Livermore; sergeants, John Shaw, Joseph Gunnison, Benjamin Kilby, John Hinckley; musicians, Reuben Knox, John Mason. Rank and file, Benjamin Folsom, Philip T. Bell, Alexander Todd, Joshua Hinkley, Barney Allen, Eben Adams, Stephen Boardman, Owen Hinkley, Benjamin Bell, Thomas Bibber, William Eustis, George Hobbs, Thomas Rogers, John Sawyer, John Rice, Eben Starboard, Samuel L. Fernald, Neal D. Shaw, Solomon Rice, Humphrey Peavey, James G. Kimball, William W. Chapman, Willard Child, Charles S. Page, Horatio D. Balch, Frederick Hobbs, Leonard Shaw, Jacob Turner, Thomas Burrill, James E. Hatheway, John Snow, Francis W. Poland, John Y. Jones, James H. Olmstead, Thomas A. Brewer, Samuel Witherell, A. L. Field, Franklin Burgin, John Burgin, Jr., Gilbert Foster.

At a period rather more than half a century ago, the militia system of the country may be said to have been at its best, though the causes which led to its dissolution were already at work. Military service was then a public duty, from which only seafaring people and some other less numerous classes were exempt. The State made no remuneration for time or expenses, except a trifling allowance on muster days, when the selectmen of the several towns were required to pay their soldiers fifty cents each in lieu of rations. I well remember seeing Mr. William M. Brooks, chairman of the board of selectmen of Eastport, accompanied by the town treasurer, passing along the ranks, and handing to each soldier his silver coin, with the same pleasant courtesy of manner which he still retains in his ninety-fifth year. He is a real veteran militia man, not only because he stood guard at night in 1812 in his native Salem, when the alarm came that the British were landing at Marblehead, but also for his service as ensign of the Lubec militia, which, when he was chosen to that rank seventy years ago while in business

there, when Eastport was still held under British martial law, was a sturdy corps, one hundred and twenty strong, under command of Captain William Phelps, with Charles Lowell as lieutenant.

General muster fifty years ago was a notable annual event ; and, when the citizen soldiery of the Passamaquoddy towns were brought together at Eastport in the fall, the regimental line was formed on High Street, and then started on its march through town and out to the muster field near Prince Regent's Redoubt. At the front appeared the Eastport Artillery, with its lines stretched out by heavy horse teams, drawing their brass cannon and tumbrels. Next followed the Light Infantry, conspicuous for brilliant uniform and good marching. The ununiformed militia of Eastport, Lubec, Perry, Pembroke, Dennysville, Edmands, Whiting, and Prescott came after, in the order of the seniority of their commanding officers ; and the Lubec Rifles, in their neat dress, closed up the rear. The standards of the independent companies waved above their ranks, and the two white regimental flags were borne by color-sergeants at the centre. The drums and fifes of the several companies were massed together, and screeched, rattled, and boomed certain marches and tunes always associated with muster days ; and to the boy of the period, as well as to some of larger growth, the spectacle was both an interesting and imposing one.

But, as has been suggested, causes were already at work which put an end, not only to the old general muster day, but also to the militia system of which it was a part. The country had long been at peace. There was a prevalent unbelief in the necessity of preparation for war, or at any rate a doubt about the efficiency of this kind of preparation ; and some good people even went so far as to advocate principles of non-resistance. The commissions in the ununiformed town companies, which had heretofore been worthy objects

of ambition, were now in some cases filled in a way to cast ridicule on the service. People began to look upon requirements for military service as an unnecessary burden, and brought about the weakening and repeal of the laws compelling it; and the end soon came. One muster day at Eastport, no regimental officer being present, the senior captain, Benjamin Hobart, of Edmands, took command; and, when in September, 1842, Colonel Favor summoned his regiment to appear at muster at Pembroke, the Light Infantry was represented by an ununiformed squad, and the Lubec Rifles by a single officer, and that was the end.

The records of the Light Infantry from 1829 to 1839 were destroyed in the great fire of the latter year; but, in a new book opened afterward, Captain Peabody transcribed the by-laws of the company and the enrolment of members after 1829 as gathered from other sources. The following is a copy of the list, including subsequent enlistments:—

Joseph Burnham,	Jeremiah B. Lovett,
George W. Folsom,	John Bent,
Chas. H. Hayden,	Thomas Coleman,
Nelson Harrington,	Hiram S. Favor,
Simeon Higgins,	Jacob Gutterson,
Josiah Shaw,	John Burgin, Jr.,
Seward C. Bucknam,	L. F. Delesdernier,
John Capen,	Wm. N. Weston,
Samuel B. Wheeler,	Wm. D. Bartlett,
Henry Prince,	Wm. A. Sabine,
Charles Stevens,	John S. Pearce,
Andrew Tucker, Jr.,	Smith Tinkham,
Charles H. Hayden, 2d,	C. W. Hume,
Samuel M. Cony,	Jesse G. Merriam,
Benj. F. Bucknam,	Frederick Bell,
William H. Shaw,	J. C. Shaw,
Francis M. Sabine,	John Norton, Jr.,
DeWolf Bartlett.	Peter Gilligan,

Francis H. Drew,	Stephen Johnson,
Seward B. Hume,	Benj. A. Pettingall,
Stephen F. Gale,	Henry A. Pettingall,
Wm. P. Bucknam,	Robert Mowe, Jr.,
Reed Bartlett,	Henry B. Williams,
Wm. F. Stetson.	Seth B. Mitchell,
Chas. Brooks, Jr.,	W. H. Gage,
Simon Stevens,	N. J. Deering,
Amos T. Seaman,	Robert Henry,
David Hatch,	Luther L. Potter,
Daniel I. Odell,	Thomas Burnham,
Wm. B. Warriner,	Daniel P. Coffin,
J. C. Dana,	Samuel R. Byram,
Thomas Oaks,	Andrew Mullineaux,
Wm. McCutcheon,	Joseph Y. Burgin,
James Thompson,	George Norton,
Thos. W. Gardner,	Gleason Appleby,
Leonard Brooks,	Isaiah C. Lowe,
David Rome,	Oliver Paine,
Charles H. Baker,	Isaac Wilder,
Wm. S. Spencer,	John McGregor,
Geo. A. Peabody,	John Van Buren,
William H. Kilby,	Henry E. Bates,
Samuel Shackford.	Aaron Hayden, Jr.,
John Regan,	Henry B. Waide.

The captains in this period were O. S. Livermore, Samuel Witherell, and George A. Peabody; and the subalterns, John Shaw (afterward lieutenant-colonel), John Hinkley, Theodore Cutts, Joseph S. Cony, Elias Merrill, Hiram S. Favor, Charles Stevens, and Simon Stevens.

The last uniform was one which had been worn by the Boston Light Infantry, with heavy leathern caps and tall, white plumes, tipped with red. The company's flag was a fine one of white silk, painted by Codman, of Portland, showing in the foreground a young soldier in the uniform of

the corps, with an encampment in a fine landscape in the background, and the motto, "Remember what your fathers were, conquerors." Prior to the erection of Trescott Hall, where the company afterward met for drill and parade, the grounds near the Unitarian meeting-house, where the parsonage now stands, were used for that purpose, and the entry of that church for a refuge in case of foul weather.

In 1831, the company marched out to Gleason's Point in Perry, and set up their tents for an encampment, but were favored with a drenching rain, which spoiled the enjoyment. When Governor Kent visited Eastport in 1838, the company turned out, and honored him with a salute. When the State was mustering its forces in the Aroostook War, the Light Infantry volunteered its services, but were not called upon. The company performed escort duty when memorial services were held at Eastport after the death of President Harrison. The company was now feeling the general decline of interest in military matters; and, though numbers of young men were voted in as members, none joined. At a meeting Jan. 4, 1842, it was voted that James Thompson and W. H. Kilby be a committee to solicit persons to become members of the company; and, three months later, Mr. Thompson reported an entire failure. The last action recorded was a vote to let the bass drum to the Orphean Band at twelve and a half cents a night, and in 1843 the company dissolved.

CHAPTER XVII.

A BORDER RAID.

IN the summer of 1824, the British armed sloop "Dotterel" made a good deal of disturbance among the American fishermen in the Bay of Fundy; and one notable incident connected with her movements is worthy of being related, as illustrating a phase of frontier life at that time.

On the 26th of July, 1824, two Lubec schooners, the "Ruby" and the "Reindeer," were seized by the "Dotterel" at Two Island Harbor, Grand Manan. Their masters were held, and the crews put on board schooners "Friend" and "Diligence," and sent homeward. The two latter, sailing up through the Narrows, were soon at Lubec. Then, knowing that the captured vessels were on their way to St. Andrews, lightly manned, and were coming in by Head Harbor, quite near Eastport, the old crews proposed to get re-enforcements, and go out and retake them. As the "Friend" had got aground, and no time could be lost, the schooner "Madison" was substituted in her place; and, a leader being wanted for the impromptu expedition, a boat was sent on shore at Eastport, and one found at short notice in the person of William A. Howard, a clerk with the firm of Green & Shaw, Union Wharf,—a dare-devil young fellow, hardly out of his teens. One * who happened to be on the wharf at the time, and looked on with boyish wonder and admiration as Howard came out of the store and took his seat at the stern of the boat to be rowed off to join in the fray, describes him as

* Captain Simon H. Pike, of Lubec.

arrayed in a round blue jacket, with a crimson sash about his waist, and pistols shoved in on either side, looking like an ideal sea-fighter.

The following extracts from documents presented to Congress Feb. 18, 1825, will give the details of the story as reported from both sides. First comes a letter from Mr. Addington, the British minister, to John Quincy Adams, Secretary of State, dated Washington, Oct. 5, 1824, in which, after referring to other matters, he writes:—

By a perusal of the inclosed documents you will perceive that, after the detention of the Reindeer and Ruby by the master of Dotterel, and while on their way to St. Andrews, an attack was made on the vessels by two schooners and an open boat, *under American colors, full of armed men, with muskets and fixed bayonets*, amounting to about one hundred, headed by Mr. Howard, of Eastport, who is said to be a captain in the United States militia, in consequence of which the master thought it most prudent to surrender to such superior force.

This, sir, is an outrage of such a nature as to leave me no other alternative than to make a formal demand from the American Government for the infliction of punishment on the offenders.

The accompanying documents consisted of a letter from Rear-Admiral W. T. Lake, dated at Halifax, forwarding another from Richard Hoare, commander of the "Dotterel," also enclosing the following:—

HIS MAJESTY'S SLOOP, DOTTEREL'S BOAT.
ST. ANDREW'S, N.B., July 27, 1824.

Sir:

I beg leave to represent that on the 25 inst., when cruising in the yawl, in pursuance of your orders, off the Grand Menan for the protection of our fisheries, I received information of several American fishing vessels being at anchor at Two Island Harbor, and that two of them, namely, Reindeer and Ruby, of Lubec, were at White Island Harbor on the 24th, where they got their

wood and water, and that, on their anchoring, they fired their muskets, and told the inhabitants they were armed, and would not allow any man-of-war's boat to board them; and after they had their supplies they shifted to Two Island Harbor, Grand Menan.

I made sail from Gull Cove, and at daylight, the 26, observed four schooners at anchor at Two Island harbor, which vessels got under way on our appearing: when I got close to three of them they lashed along-side of each other, and all hands, about thirty in number, went on board the middle one with their fire-arms and fish-spears. I desired them to separate, which they refused to do until I threatened to fire on them. On boarding, they proved to be the Reindeer, master's name Small, and Ruby, master's name Small, (brothers,) of Lubec, two fishing vessels, and Friend's shallop of the same place.

It being fine weather, and they not being in want of food or water, I detained the Reindeer and Ruby, and put their crews, with the exception of their masters, on board the two American schooners, with provisions, for a passage to Lubec, and made sail in the Reindeer and Ruby for St. Andrew's through East Quoddy. About 6, P.M., when abreast of Harbor de Lute, I observed two schooners and an open boat, full of armed men, muskets and fixed bayonets, hoisting American colors; one of them went along-side Mr. Towncan, in the Ruby, boarded and took the arms from him and his three men; the one abreast of me was kept off for about a quarter of an hour, when they commenced firing into us. Though with great reluctance, I thought it most prudent to surrender to such superior force, having but four men, one musket and three cutlasses. On delivering them up, I found there were in the schooners about a hundred armed men, including the crews of the schooners, about thirty in number, the rest having the appearance of militia men, and headed by a Mr. Howard, of Eastport, said to be a captain in the United States Militia.

I have the honor to be, etc.,

JOHN JONES, Master.

On receipt of these papers, Ether Shepley, the United States district attorney for Maine, appears to have been sent

to Eastport and Lubec, to collect evidence in relation to this and other matters connected with seizures made by the "Dotterel"; and the following statements accompany his report: —

I, Robert Small, master of the schooner Reindeer, of Lubec, on oath testify and say that: it is my practise, fitting out for the fisheries, to fill the barrels which I use for oil barrels with water, and, as I use the water and empty the barrels, to fill them with oil. I purchased the barrels while fitting out this cruise, and did not see them till after filled; there were eight filled with water. We left the harbor the twenty-sixth day of July, and proceeded on the fishing ground near Grand Manan Bank; continued to fish two or three days, and then discovered that the water in six of my barrels was salt, so that I could not use it, the barrels having been used for salting beef and pork. Finding my water all bad and expended, ran into Two Island harbor for water, and went on shore and obtained my water; laid there till the next morning, becalmed; then made sail for the banks; got out about a mile and a half or two miles, and the wind died away and left me becalmed again; soon discovered the barge of the British armed brig Dotterel, the Ruby, the Friend, and boat Diligence, lying in the same harbor, and near me; the barge came up and fired; ordered the anchor to be dropped, which was done; the master of the barge then ordered us to part — the Ruby and Reindeer being connected with a small line — which was obeyed; the vessels parted; he then ordered the Ruby to drop her anchor, which was done; he then came on board our vessel, the Reindeer, in a great rage; he demanded the papers which was given him; they then threatened to carve us up like a turkey or a piece of beef, brandishing their cutlasses about our heads; took the crew all out and put them on board the schooner Friend; then took out the crew of the Ruby and put them on board the schooner Diligence, and ordered the Friend and Diligence off; told them to go off and about their business; they got the Reindeer under way, bound for St. Andrews, and ordered the Ruby to follow; passing up a little past Harbor de Lute, two other vessels hove down us; one, the schooner Madison, come down upon the Reindeer, there being about twenty men on her

deck with muskets, but no bayonets upon them; Jones, the master of the barge, being on board the Reindeer, ordered all hands and directed them to fire into the Madison; I then said to him, if you fire into that vessel, every man of you will be shot: he said, I believe it: he then said, what do they want, and who are they? I said to him, they are my neighbors; they want this vessel, and they will have her: he then laid down his sword and said, I surrender, unlocked his trunk, took out the papers of my vessel and the Ruby and gave them to me; Skipper Coggins then invited him on board the Madison; and upon my assuring him that he might go with perfect safety, he went on board, drank with us, went on his barge, and went off; the Reindeer and Ruby then went home; the vessel has been laid up since, as I did not dare to let her go out; and the crew has been upon charges also, the injury to the owner and crew has been fifteen hundred dollars. I was in no other British harbor, except in the night in a heavy blow and went out again before morning. I saw no person: was not on shore; never fired any musket on the island, nor did I ever state that I was armed or intended to resist; had only one old musket on board: fishermen always carry one or two: the crews of the vessels Reindeer, Ruby, and Diligence, were not on board the middle one or any one of the vessel, nor was there any show of fire-arms or fish spears on board of either vessels; they were not lashed together for resistance. This is not only a common practise, but is necessary in this bay, where the tide is very strong and runs in different directions. There was not a gun fired into the Reindeer or at her while in Jones possession, nor was there a gun fired at her till Mr. Jones had gone on board the Madison, and then only as an expression of joy, nor was there any gun fired at the Ruby, nor did the Diligence or any person on board of her demand or take any arms from those on board the Ruby, when she was taken from them, and it was brought to them; this was after the Ruby had been surrendered. I have not fished any within five to six miles of the land this year. There is no fishing ground nearer the shore, nor any object in going near shore, except for wood and water.

ROBERT SMALL.
ETHER SHEPLEY.

Sworn before —
November 5, 1824.

Elisha Small, master of the "Ruby," testifies:—

He took out the crews and put my crew on board the Diligence, and the Reindeer's crew on board the Friend, and told the Friend and Diligence they might go: put a midshipman and three men on board the Ruby, and directed them to follow him to St. Andrews, he being on board the Reindeer.

We beat up round East Quoddy, and got up opposite Indian Island, when the Diligence and Madison came upon us. The Diligence came upon the Ruby, having her own crew and five of my crew and two men from Eastport, twelve in all, on board, armed with muskets, and hailed us and told us to give up the vessel. I told the midshipman I would go below: he asked me not to go; said he would give up the vessel. The Diligence took possession of her, and the midshipman and his men went on board the barge. The Ruby was brought in. The crews of the three vessels, which were connected in Two Island harbor, were never collected on board of my vessel, she being the middle one, with muskets and fish spears: nor was there any such show of resistance made, or any such collection of men on board of either vessel. When the vessels were retaken, there was not a gun fired till after they both were retaken, and then only by way of rejoicing. They gave out that they would have the Reindeer and Ruby if they had to burn Moose Island. I did not, therefore, think it prudent to trust her at sea again. The loss to the owner and crew will be five hundred dollars.

And this is the testimony of Robert Rumery, one of the crew of the "Madison":—

I was a hand on board the Madison when she was going out and met the Diligence and Friend bringing in the crews of the Reindeer and Ruby that had been captured. After learning the facts, we put about and ran into Lubec and anchored. Benjamin Small wanted us to go with them and help take the Reindeer and Ruby, as the Friend had got aground, and Captain Ansel Coggins, of the Madison, agreed to go, and all the crew but one, and took on board seven or eight others: there were not more than twelve or, at most, fifteen on board: had a number of muskets, but no bayonets: then

went down upon the Reindeer; our skipper hailed them, and told them to heave to; Jones told his men to prepare for action; we hailed a second time, and Jones ordered the fore sheet cast off, and told Robert Small that he might take charge of his vessel and carry her to Eastport. Jones and his men went aboard the barge, having first come on board of us and drank some grog by invitation, and we went to Eastport. No guns were fired till after the Reindeer was retaken and Jones had left us and gone on board of his barge, and then only by way of rejoicing.

The matter seems to have been dropped here.

Howard afterward entered the revenue cutter service, and by regular promotion became captain. In the War of the Rebellion, he held a prominent position in the auxiliary naval force known as the Marine Artillery; and among the vessels under his command were the former Eastern steamers "Admiral" and "Eastern City," renamed "Guide" and "Cossack" after their purchase by the government.

CHAPTER XVIII.

THE PASSAMAQUODDY TRIBE OF INDIANS.*

THE Passamaquoddies, or, as they were sometimes called, the Openangos, were a branch of the Etchemin nation, and apparently of comparatively recent origin. The opinion is expressed in James Hannay's History of Acadia and by other authorities that the Etchemin or Marechite tribes of Indians did not originally occupy any portion of this section; but, just before the arrival of the French discoverers at the beginning of the seventeenth century, they seem to have intruded themselves upon the territory of the less warlike Micmacs, who were driven back to the gulf and the peninsula of Nova Scotia. The Passamaquoddies seem never to have been very numerous; in fact, there are more of them now than there ever were before. Captain John Gyles, who was captured at Pemaquid in 1689, and lived among the Indians on St. John River nine years, estimates the number of Passamaquoddy males above sixteen years at that time as only thirty. In 1764, Sir Francis Bernard, who was probably well informed, also estimated these warriors at thirty; yet there must have subsequently been an increase, for in the Revolutionary War some forty or fifty actually bore arms on the Whig side. In the report on the Indian tribes made by Colonel John Allan, superintendent, in 1793, he says, "The Passamaquoddy tribe, which by marriages and other connec-

* For the material of this sketch, the following works have been consulted: Hannay's History of Acadia; Father Vetromille's History of the Abenakis; the papers of Colonel John Allan, compiled by Frederic Kidder; and an article on the Passamaquoddy Indians by Lorenzo Sabine, in the *Christian Examiner* for January, 1852.

tions have removed to different parts, does not exceed thirty resident families." Sullivan estimates the number in 1804 at 130. The census of 1820 gave them 379 men, women, and children; and I am informed that the best estimate which the present Indian agent is able to make puts the number at 526.

Their earliest village in our vicinity was at Joe's Point, near St. Andrews,—Gunasquamcook. They undertook to prevent the English settlement at that place, and actually did seize some persons who attempted to survey the land there. After that, Indian Island — Mesiginagoske — was for a while their home. In the settlement of the disputed boundary line, both of these places falling in British territory, it became necessary to give them a new location. In 1794, the General Court of Massachusetts by resolve authorized "Alexander Campbell, John Allan, and George Stillman to negotiate and settle any misunderstanding or difference with the Passamaquoddy Indians and those of other tribes connected with them." These commissioners effected a treaty with the representative Indians of the tribe, confirming their title to township No. 2, first range, containing twenty-three thousand acres, several islands in the St. Croix River, with fishing rights in the branches, giving the right of "sitting down" on fifty acres of land at the carrying place between the Bay of West Quoddy and the Bay of Fundy, also ten acres of land at Pleasant Point,—Sybaik,— where they fixed their abode. The Commonwealth purchased one hundred acres of John Frost, paying £200 therefor, and afterward conveyed the remaining ninety acres to their use. Later, a wood lot of two hundred acres, purchased of Theodore Lincoln, was added. This place was within the grant obtained by Sir Francis Bernard while governor of Massachusetts Bay; and his son, afterward Sir John Bernard, lived there awhile a solitary life.

Captain John Gyles, in his early mention of the Passamaquoddy tribe, names Assaquoid as chief. Egeremet, whose name stands first in the treaty with Sir William Phipps, was of this tribe, though sometimes called Egeremet of Machias. In February, 1696, he was decoyed by Captain Chubb, the commander at Pemaquid, into the vicinity of the fort, and treacherously killed. His son, Egeremet the Younger, was a conspicuous actor in the war which resulted in the extinction of the Norrigewocks. Francis Joseph Neptune, or Governor Francis, as he was called, who died at Pleasant Point in 1834, at the presumed age of ninety-nine years, must be remembered by persons now living. He was a man of considerable intellect and a kindly disposition. My father, who knew him well, always spoke of him in terms of friendship and respect; and a schooner built for him at Huston's shipyard was named the "Governor Francis" for his Indian friend. Governor Francis's efforts for the American cause at the time of the Revolutionary War were considered of the highest value, and the friendliness of the Indians was held to be the means of saving the eastern settlements and of giving our nation the important point of possession when the war closed and treaty was to be made. There are documents extant, including a letter from General Washington, which show the great value placed upon the alliance with the Indians. When the British naval expedition under Sir George Collier made their attack upon Machias on the 13th of August, 1777, Governor Francis, with his Indians, formed an important part of the force which repulsed them. His exploit in shooting the commander of one of the British boats at a very long range was considered quite remarkable, and the terrific war-yells of the tribe had a disheartening effect upon the invaders. In his later years, the sachem received a regular pension from the United States government. He bore upon his person the marks of a tussle with

a bear, which nearly cost him his life. His daughters, Tellus Molly and Mrs. Sockbasin, are well remembered. His son John Francis succeeded him; but soon a rival, Sabbatis Neptune, set up his claims, and the dispute of the succession, if it had not the magnitude of similar controversies in the great empires of history, did certainly make as much noise in proportion to the number of subjects, though their most warlike demonstrations did not go beyond the cutting down of a liberty pole.

The Roman Catholic Church has always maintained its supervision of the tribe and been untiring in its efforts for the spiritual and moral welfare of the Indians. Soon after their first location at Pleasant Point, they were visited by Rev. John Cheverus, who afterward became Bishop of Boston, and, some years later returning to his native France, was elevated to the dignity of archbishop and then made cardinal. He made several lengthy visits to the Passamaquoddies, and at the close of the last century inducted as his successor Rev. James B. Romagne, who remained until 1818. For some time after there was no resident priest, and Rev. Elijah Kellogg, pastor of the Congregational church at Perry, conducted a school at the Point gratuitously for six or seven years; but since that time the educational as well as the religious instruction of the tribe has been cared for by the Catholic Church.

In my own boyish recollections, the Indians added a most picturesque element to the life of our island town. Their head-quarters was at Hayden & Kilby's store, and their graceful canoes clustered on the beach, below what was once the town landing. Their dress was in decided contrast to that of the whites. The younger squaws wore tall black hats with broad silver bands, silver disks upon their bosoms, and below their short skirts leggins trimmed with beads and scarlet cloth. The older squaws wore peaked cloth caps.

The males often had a head-gear of fur, and all wore moccasins. The amount of silver in possession of the tribe in bands and circular plates was considerable,—in prosperity worn upon their persons, and when hard up a convenient pledge on which to raise funds.

One picture of home life, and a familiar one in many houses in Washington County, I shall never forget. When a storm or other cause prevented their return to Pleasant Point, they would unhesitatingly come to the house with the assurance that they were welcome to a night's entertainment; and, before going to bed myself, I have often looked in upon the scene. The cook-stove had not then come in; and before the broad kitchen fireplace circling round, with feet to the fire and with chairs turned down to rest against, were sannups, squaws, and pappooses, sleeping as soundly as if under the shelter of their own wigwams. And before the family were astir in the morning the whole party would go silently away, their entertainers not having the slightest fear that anything not their own would go with them.

I cannot remember the old chief, if I ever saw him; but two marked figures I do recall. One of these was Deacon Sockbasin. He could read and write, though his spelling, as shown in the sample in my possession, was rather imperfect; and he had been to Washington to see the President. He considered himself the greatest man in the tribe, and was continually trying to impress others with the idea of his dignity and importance. On special occasions, he wore a coat of startling style. Years ago, on one of my visits to Pleasant Point, looking over the fence of the little burial-ground I saw a rift of split cedar standing in place of a headstone, bearing in rude letters the inscription,—

TIKN SOKEPSN.

This was his last resting place.

The other well-known person was that unctuous savage, Captain Jo Beetle. But this does not exactly describe him; for taciturnity and stoicism are supposed to be characteristics of the savage, and Captain Jo showed neither. He was always witty and good-natured, though generally drunk; was a favorite with men, women, and children; and his spouse, Mrs. Sally Jo Beetle, was equally well known.

INDIAN NAMES.

The following list of Indian names for localities in the Passamaquoddy region is furnished by Peter E. Vose, Esq., of Dennysville:—

He ma nock' wa nar'gum.	Pembroke Lake.
Qua ga chusque',	Devi's (D'ORVILLE'S) Head.
Wa qua ick',	Oak Bay.
Qua nos com' cook,	St. Andrews,
Me si gin' a goske,	Indian Island.
Ka baum' keag,	Lubec.
Ma nah' nook,	Grand Manan.
Wa bos' sa gock.	Liberty Point (Robbinston).
Meddy bemp sook',	Meddybemps.
Cat han isk',	Dennys River.
Su bec wan' ga mook.	Hadley's Lake.
Nam da mas suag' um,	Gardner's Lake.
Mak wam kusk',	Red Beach.
Nah sa ick'.	Boyden's Lake.
Posseps can' ga mook,	Cathance Lake.
Ne con au' ga mook,	Round Pond.

From other sources are gathered the following:—

Muttoneguis,	{ Doucett's or St. Croix Island and a smaller island just below, which has since disappeared.
Muttoneguamus,	
Sybaik or Secboycook,	Pleasant Point.
Cheburn,	West Quoddy Head.

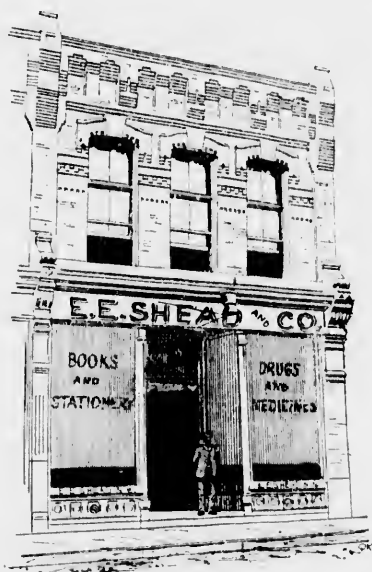
Pewagon,
Ebauhuit,
Skedapsis,

West Branch of Pennamaquan
Campobello.
The Friar (Stone Manikin).

Besides the following well-known names : —

Schoodic,
Cobscook,
Pennamaquan,
Magurrewock,
Chamcook,
Magguadavic,

River.
Bay and River.
River and Lake.
Lakes.
Hills.
River.



APPENDIX.

NOTE A, PAGE 141.

Original grantees of Moose Island by General Court of Massachusetts, after survey by Solomon Cushing in 1791:—

Names of grantees.	No. of lot.	No of acres.	Date of settlement of grantee.
James Cochran,	1	100	1772
Samuel Tuttle,	2	100	1772
John Shackford,	3	100	1783
Caleb Boynton,	4	100	1774
William Clark,	5	100	1772
John McGuire,	6	100	1780
Joseph Clark,	7	100	1772
Henry Bowen,	8	100	1774
Nathaniel Clark,	9	20	1785
William Goudy,	10	100	1783
William Crow,	11	100	1772
William Ricker,	12	100	1774
Reuben Ricker,	13	100	1774
Stephen Fountain,	14	78	1784
William Hammond,	15	100	1783
Paul Johnson,	16	100	1782
Caleb Boynton, Jr.,	17	50	1784
William Clark,	18	100	1783
Moses Norwood,	19	63	1785
Richard Hall,	20	25	1790
Solomon Maybec,	21	74	1788
James Carter,	22	52	1788
Jacob Lincoln,	23	78	1790
Robert Bell,	24	100	1785

These foot up 2,040 acres, when there were only 1,910 in the island. Upper Bar or Carlow's Island, containing 68 acres, was granted to Rev. James Murphy in 1805; and the same year two

small lots, reserved for public uses at Broad Cove, were granted to Dr. John L. B. Green.

It is apparent that not much confidence can be placed in the dates of settlement given in the above list. Probably some of the grantees visited the island for fishing purposes several years before actual settlement. In the journal of Park Holland, who accompanied General Rufus Putnam in 1784 at the time of the first survey, it is stated: "There was at this time but one family living on the island by the name of Conklin. They had been here several years, but did not farm it very extensively. They had neither oxen or horses, and one of the sons told me he did not know whether a horse was a horned creature or not. They sowed corn and potatoes, and did their work with hoes: for ploughs they never used, for the good reason they had no creature to draw them."

It was shown in evidence before the Boundary Commission in 1796 that courts of justice were established at Campobello under the laws of Nova Scotia in 1770, and, soon afterward, James Colfran or Cochran, of Moose Island, was appointed a deputy marshal or sheriff in connection therewith. It seems quite certain that this was the first permanent family on the island, and the name is preserved in Cochran's Head.

NOTE B, PAGE 179.

The following official report of the commander of the British forces concerning the capture of Moose Island is taken from the London *Gentleman's Magazine* for September, 1814:—

Downing Street, August 10.

[Transmitted by Sir J. C. SHERBROOKE.]

MOOSE ISLAND, PASSAMAQUODDY BAY, July 12th.

SIR:—Having sailed from Halifax on the 5th inst., accompanied by Lieut. Col. Nicholls of the Royal Engineers, and a detachment of the Royal Artillery under the command of Capt. Dunn, I have the honour to acquaint your Excellency, that we arrived at Shelburne, the place of rendezvous, on the evening of the 7th inst., where I found Capt. Sir Thomas Hardy, in his Majesty's ship *Ramilies*, with two transports, having on board the 102 reg. under the command of Lieut. Col. Herries which had arrived the day before. I did not fail to lay before Sir Thomas Hardy my instructions, and to consult with him the best means

of carrying them into execution. As we concurred in opinion, that the success of the enterprise with which we were entrusted would very materially depend upon our reaching the point of attack previous to the enemy being apprised of our intentions, that officer with his accustomed alacrity and decision, directed the ships of war and transports to get under weigh early on the following morning; and we yesterday, about 3 o'clock P.M., anchored near to the town of Eastport. On our approach to this island, Lieut. Oates (your Excellency's Aid-de-camp, whom you had permitted to accompany me on this service) was detached in a boat bearing a flag of truce, with a summons (which is transmitted) addressed to the officer commanding, requiring that Moose Island be surrendered to his Britannic Majesty. This proposal was not accepted; in consequence of which, the troops which were already in the boats pulled off under the superintendence of Capt. Steahouse of the Royal Mary, whose arrangements were so judicious as to insure a successful issue; but previous to reaching the shore, the colours of the enemy on Fort Sullivan were hauled down. On our landing the capitulation was agreed to, of which the copy is enclosed. We found in the Fort a detachment of the 40th reg. of American infantry consisting of six officers, and about eighty men, under the command of Major Putnam, who surrendered themselves prisoners of war. This Fort is situated on an eminence commanding the entrance to the anchorage; and within it is a block house, and also four 10 pounders, one 18 pound carronade, and four field pieces. The extent of the island is about four miles in length, and two in breadth, and in great state of cultivation. The militia amount to about 250, and the population is calculated at 1500. We have also occupied Allen's and Frederick Islands, so that in this bay the whole of the islands are now subject to the British flag. It is very satisfactory to me to add that this service has been effected without any loss or casualty among the troops employed in it. To Capt. Sir Thomas Hardy, I consider myself under the greatest obligations; having experienced every possible cooperation, with an offer to disembark from his squadron any proportion of scamen and marines which I considered necessary. I beg to acknowledge my thanks to you in allowing your Aid-de-camp, Lieutenant Oates to accompany me upon this service. He has been of great assistance to me, and will have the honour of delivering this dispatch. He has also in his possession the colours and standard found in Fort Sullivan. I have &c.

(Signed)

A. PILKINGTON,
Lieut. Col. Deputy Adj. Gen.

[Here follow the summons above adverted to, with the articles of capitulation and return of ordnance and stores.]

NOTE C, PAGE 185.

The Bucknam house, which stood near the shore below Shackford's Cove, abreast of Bucknam's Point and Bucknam's Ledge, was built in 1807 by Benjamin and Seward Bucknam, two enterprising young merchants, whose stores were near at hand. It was a large, square, double house, with hipped roof, and of ample size for the accommodation of the families of both partners. When the war broke out, about one-third of the population of the place moved away, and among them these two families, who went to Portland. On the capture of the island, the British officers took possession of the best houses in town for their own quarters, and Sir Thomas Hardy selected the Bucknam house, which he occupied during his stay; and, after his departure, it became the residence of Colonel Gubbins, the military commander, who had his wife and children with him, and maintained a large establishment. After the departure of the British, the owners returned and occupied it again. Afterward, it had other tenants, and was destroyed by fire in 1833.

I must have been in the old mansion several times, but of only one visit do I retain a distinct recollection. It was then the residence of Rev. Thomas Beede, pastor of the Unitarian church. I remember the front yard, surrounded by palings; and that on one of the terraces, which sloped toward the shore, stood a sundial, which is still in the possession of Mrs. Ellen Livermore, a daughter of the house. I retain boyish impressions of a spacious entrance hall and broad stairways within, with high-studded rooms, and inside wooden shutters to the tall windows.

The impressions of that visit I have never lost: and, when I read of the old-time mansions of the shore towns of New England, this home presents itself as a representative of the class. Indeed, there seem to cluster about it the elements of deep dramatic interest: and I have often thought that here, waiting the touch of a master-hand, were all the materials of a most romantic story, such as might have engaged the pen of Hawthorne. The scene itself—the stately mansion, with its grounds sloping to the sea; the dark, treacherous ledge close at hand, round which the swift tide rushed and the whirling eddies boiled, where the Indian pad-

dled his light canoe and the sturdy fisherman bent at the oars of his deep-laden boat; the play of storm and calm, clear sunlight and thick mist, which was unrolled at its doors — would make a most perfect setting. And then the actors! While the prosperous young merchants were fitting up their homes, the opportunities of the Embargo and Non-intercourse Acts were drawing adventurers of all sorts to the island, and the harbor in front was the scene of many strange transactions. Then followed the war, and the builders fled with their families from the exposed frontier to places better protected. The conquerors came upon the scene: and armed men in the scarlet livery of Britain guarded the doors, while their superiors, with clanking swords and heavy boots, tramped up and down the stairways, and the roof timbers resounded with their high revelry. Here, too, came suppliant committees of townspeople to ask relief from harsh military measures. Then it became an English home, with high-bred father and mother, rosy children, their gentle teachers, and trained servants. Then returned welcome peace, and the house's own children were gathered back again. When the mansion was built, it seemed as if this might become the court end of the town: but the current set the other way, and by and by, when its own kindred had left, it went off in flame. Nor is there wanting a record of revenge, crime, and remorse — one of those true stories which are stranger than fiction — to give a tragic interest to the tale. Miss Evans, a refined young lady, lived in the commandant's family as companion to Mrs. Gubbins and governess to the children: and she was brutally murdered by a soldier named Shay, a servant of the English chaplain who lived near by, because she had made complaint of some neglect of duty on his part. He was arrested and confined in the block-house on Fort Hill, confessed his crime and hung himself, and his remains were buried at the water's edge at Broad Cove. But neither earth nor sea could remain content with the murderer and suicide beneath them; and, sixty years later, the rejected bones were cast to the surface, and had to be removed to another burial in less sensitive soil.

NOTE D, CENSUS OF 1790.

The *Machias Republican* of March 29, 1859, published the census of Washington County for 1790 as taken by James Avery, assistant to the marshal of Maine at that time. Machias was then the only incorporated town in the county. The census of the Passamaquoddy townships is copied here. The list contains, in the first column, "names of heads of families"; the second shows "the number of free white males of sixteen years and upwards, including heads of families"; the third, "the number of free white males under sixteen years of age"; the fourth, "the number of free white females, including heads of families"; and the fifth, "the number of blacks":—

<i>Township No. 1 (now Perry).</i>					Daniel Gardner,	1	1		
James Chubbuck,	1	2			Zebulon Hersey,	1	2	5	
Abiah Damons,	1	1	3		Thomas Henderson,	1			
John Frost,	1	3	2		Christopher Hatch,	1	2	3	1
Samuel Frost,	1				Isaiah Hersey,	3	1	5	
Alexander Hodge.	1	2	2		Clement Huckings,	1		1	
William Kilby,	1	1	1		Richard Harper,	2		1	
Moses Lincoln,	1	2			Theodore Lincoln,	3	1	1	
Jacob Lincoln,	1	1			Zenas Lincoln,	1			
Peter Loring,	1	1			Daniel Lea,	1	2	2	
William Morrison,	2	2	4		Hatevil Leighton,	2	2	8	
Alexander Patterson,	1		4		Joshua Lincoln,	1			
Daniel Swett,	1	1	2		Edmund Mahar,	1	3	4	
Nathaniel Stoddard,	1	1	4		Andrew Moran,	1			
Samuel Tuttle,	2	4	3		Nathan Preston,	1	2	3	
James Wood,	2	1	1		John Palmer,	1		1	
	—	—	—		Richard Smith,	1	1	4	
Total,	18	16	32		Samuel Sprague,	1	4	1	
					Betsy Stoddard,	1	2	1	
<i>Township No. 2 (now Dennyssville and Pembroke).</i>					Joshua Wilson,	1		3	
Robert Ash,	2	1	2		William Wilson,	1	1	2	
Jas. and Abram Bridges,	3	3	1		Theophilus Wilder,	1	1	4	
James Blackwood,	1	2	2		Theophilus Wilder, Jr.,	1		2	
Christopher Bender,	1		2						
John Bridges,	1		2		Total,	41	30	67	6
Solomon Cushing,	1				<i>Township No. 3 (now Robbinston).</i>				
Laban Cushing,	1				Jacob Bowden,	1			
Widow Clark,	1		3		William Bugbee,	1	3	2	
Scipio Dutton,*			5		John Brewer,	2		3	
Warren Gardner,	1				Widow Faussett,	1		3	

*This colored man, Scipio Dutton, was drowned near his home on an arm of East Bay, which since that time has been known as Sip's Bay.

John Johnson,	1	1	1
Samuel Jones,	1	2	4
Job Johnson,	1	1	1
Samuel Leshure,	1	2	3
Donald McDonald,	2	2	5
Joseph Porter,	5		1
Daniel Somes,	1	1	2
Total,	16	13	25

Township No. 5 (now Calais).

John Berry,	1	1	3
John Bohannon,	2	3	3
Nathaniel Basley and Son,	2	2	3
James Dyer,	1	1	2
Jones Dyer,	3	2	3
Daniel Hill,	3	1	3
William Jackson,	1	2	1
James Lane,	1	3	1
John Noble,	1	2	2
Thomas Pettygrove,	4	2	5
John Ryan and Robert Connor,	2		
James Sprague,	1	5	3
Abiel Sprague,	1	2	3
Eli Sprague,	1		2
Total,	24	26	34

*Township No. 8 (now Lubec and
Eastport).*

John Allan,	3	4	4
Andrew Bowman,	1	2	4
Perez Burr,	1		
William Bell,	1	1	2
Henry Bowen,	2	2	2
Caleb Boynton,	2		4
Thomas Beaman,	2	1	1
Caleb Boynton, Jr.,	1	1	2
William Clark,	3	3	4
James Cochran,	1	2	5
William Clark,	3	1	4
Joseph Clark,	2	1	5
Nathaniel Clark,	2	1	1
John Carl,	1	4	1
James Carter,	1		1
Henry Clark,	1		2
Edward Coombs,	1	1	3
Lewis F. Delesdernier,	1	2	3
Gideon Delesdernier,	1		1
Nathaniel Denbow,	3	1	6

Thomas Dexter,	1	2	2
John Durney,	1		
John Foster,	4		1
Widow Flagg,	1	4	2
Stephen Fountain,	1		5
Jacob Gove,	1		1
Nathaniel Goddard,	2	1	2
William Goudy,	1	1	2
Samuel Huckings,	1	2	1
Richard Hall,	1	1	2
Alexander Hackett,	1		1
William Hammon,	2		3
James Johnson,	1		
Thomas Jenkins,	3		1
Paul Johnson,	1	2	3
John Kent,	1	2	1
James Kelly,	1	1	2
John Kent,	1		
Henry Longmaid,	1	2	3
John McGregor,	1	1	3
Elias Maybee,	1		
Solomon Maybee,	1		2
Morgan Owen,	1	1	1
Dominicus Rumery,	1		
William Rumery,	1	1	1
William Ramsdell,	1	2	4
Benjamin Reynolds,	2	2	3
James Ramsdell,	1		1
Ebenezer Ramsdell,	1	1	3
Isaac Ramsdell,	1		
William Ricker,	1	1	3
William Simpson,	1	1	2
John Shackford,	1	4	1
John Simpson,	1		
Total,	75	60	109

Township No. 9 (now Trescott).

John Cook,	1		2
Samuel Reynolds,	1	2	2
Doctor Edwards,	1	1	1
Samuel Laton,	1	4	3
John Carew,	1		2
William Holland,	2		1
Richard Jordan,	1		2
Total,	9	7	13

Township No. 10 (now Edmunds).

Elijah Ayer,	1		2
Samuel Ash,	1		2

Elijah Ayer, Jr.,	1	1	5	<i>Township No. 12 (now Whiting).</i>			
Hawes Hatch,	1			Davis Bryant,	2	1	1
William Hurley,	1		3	John Crane,	3	1	4
Nathaniel Hobart,	2			John Dowling,	1	2	4
James Nale,	1		2	Thomas Harvey,	1	1	1
Widow Oliver,	1	2	3	Jabez Huntley, Jr.,	1	2	2
Daniel Smith,	2	1	3	Sarah Howe,			3
Benjamin Shaw,	2	1	3	Hezekiah Nickerson,	1	1	3
James Shaw,	1			George Peek,	1	1	3
				Lemuel Trescott,	1		2
Total,	14	5	23	Total,	11	9	23

NOTE E, PAGE 229.

To Mr. Henry Wade, Sergeant of the Eastport Company of Militia:

You are hereby ordered to notify and warn the train band of militia in this town from eighteen years old to forty-five to appear on parade at a place called Reynold's Point on Seward's Neck on Saturday, the thirtieth day of this month, at nine o'clock in the forenoon, armed and equipped according to law of military duty and discipline. Thereof fail not to make due return of this warrant, with your doings thereon, to the clerk of this company on or before the said thirtieth day of August.

Given under my hand and seal at Eastport this sixteenth day of August, one thousand eight hundred.

OLIVER SHEAD,
Captain of the Eastport Militia.

EASTPORT, August 28, 1800.

By virtue of the above warrant, I have notified and warned the under-mentioned persons to appear on parade, armed and equipped as the law directs, and at the time as there specified.

HENRY WADE, Sergt.

Edward Clark.
Moses Norwood.
James Carter.
Nathaniel Clark, Jr.
Daniel Holmes.
Josiah Eaton.

John Kendall.
David Parsons.
John Tumblesome.
Thomas Johnson.
Paul Johnson.
Solomon Maybee.

Robert Harrington.	Elias Maybee.
Andrew Harrington, Jr.	Stephen Fountain.
Edward Coombs.	John Nordstrum.
Thomas Burnham.	William Egan.
Benjamin Ball.	Patrick Egan.
Aaron Hayden.	John Morton.
John Young.	Samuel Leighton, Jr.
David Gilmore.	John Leighton.
Joseph Livermore.	Samuel Greenough.
Laban Stoddard.	Francis Brown.
Jeremiah Burgin.	John Shackford, Jr.
Samuel Tuttle, Jr.	James Cochran.
Richard Sandburn.	Robert Cochran.
Robert Huckens.	Solomon Cushing.
Dominicus Rumery.	Noah Johnson.
Mark Allan.	Jacob Gove.
Horatio Gates Allan.	James Ramsdell.
William Rumery.	William Ramsdell.
Mathias Nutter.	Daniel Ramsdell.
Wentworth Henison.	John Monholland.
William Bowen.	Nat Denbow.
John Lizenby.	

NOTE F, PAGE 239.

Mr. Delesdernier was the pioneer collector of customs and postmaster of this region. The collectors of the district of Passamaquoddy have been:—

Lewis F. Delesdernier.	Bion Bradbury.
Lemuel Trescott.	Daniel Kilby.
Stephen Thacher.	Robert Burns.
Leonard Jarvis.	Washington Long.
James W. Ripley.	Charles R. Whidden.
Samuel A. Morse.	Noel B. Nutt.
Sullivan S. Rawson.	Willis Haycock.
Joseph C. Noyes.	Samuel D. Leavitt.
Anson G. Chandler.	

Mr. Delesdernier was also postmaster of Passamaquoddy, with his office at Flagg's Point in Lubec Narrows. The postmasters of Eastport have been:—

Oliver Shead.	Winslow Bates.
John Burgin.	Warren Hatheway.
James Curtiss.	Charles C. Norton.
Loring F. Wheeler.	George W. Norton.
Oliver Shead.*	Frank McGraw.
Daniel I. Odell.	

NOTE G.

On page 260, the formation of the Eastport Female Benevolent Society is noticed. From a small pamphlet published by Benjamin Folsom in 1822, the following list of original members and the first board of officers is copied:—

Mrs. Aaron Hayden, *First Directress*.
 Mrs. William Shackford, *Second Directress*.
 Mrs. Samuel Wheeler, *Treasurer*.
 Miss Hannah C. Hayden, *Collector*.
 Miss Sally L. Wheeler, *Secretary*.

MANAGERS.

Mrs. Thomas Johnson.	Mrs. William Clark.
Mrs. Robert Mowe.	Mrs. John Clark.
Mrs. Benjamin King.	Mrs. Silas Thayer.
Mrs. John Webster.	Miss Margaret Wortman.
Mrs. Micajah Hawks.	Miss Deborah Crosby.

SUBSCRIBERS.

Miss Mary Allen.	Mrs. John Burgin.
Mrs. Philip Bell.	Mrs. Jerry Burgin.
Mrs. Thomas Burnham.	Miss Eliza A. Burgin.
Mrs. Jonathan Bartlett.	Mrs. Samuel Buck.
Mrs. Edward Baker.	Mrs. John Bowman.
Mrs. Anthony Brooks.	Miss Rachel Bowman.
Mrs. John Clark.	Miss Deborah Crosby.
Mrs. William Clark.	Mrs. Elizabeth Coombs.
Mrs. Joseph Coney.	Mrs. Elizabeth Davidson.
Mrs. William Delesdernier.	Mrs. Hiram Earl.

* Son of the first postmaster of same name.

Mrs. Benjamin Folsom.
Mrs. Jesse Gleason.
Mrs. Aaron Hayden.
Miss Hannah Hayden.
Miss Sarah Harrod.
Mrs. Arthur Howard.
Mrs. Stephen Jones.
Mrs. Benjamin King.
Miss Sarah Lynde.
Mrs. John Millikin.
Mrs. McCarter.
Mrs. Darius Olmstead.
Mrs. Robert Parker.
Mrs. Thomas Parker.
Mrs. Jacob Shackford.
Mrs. John Shackford.
Mrs. William Shackford.
Mrs. Robert Tetherly.
Mrs. John Webster.
Mrs. Jonathan Weston.
Mrs. Edward Williams.
Miss Margaret Wortman.

Mrs. Ezekiel Foster.
Mrs. Jonas Gleason.
Mrs. George Hobbs.
Mrs. Isaac Hobbs.
Mrs. Nathan Higgens.
Mrs. Thomas Johnson.
Mrs. Daniel Kilby.
Mrs. Daniel Low.
Mrs. William Maybee.
Mrs. Robert Mowe.
Miss Ann O. Nelson.
Mrs. Ethel Olmstead.
Mrs. Leonard Pierce.
Mrs. Ebenezer Starboard.
Mrs. Abel Stevens.
Mrs. Samuel Stevens.
Mrs. Silas Thayer.
Mrs. John Todd.
Mrs. Samuel Wheeler.
Miss Sally L. Wheeler.
Mrs. Ezra Whitney.
Mrs. Jerry Young.

MINOR NOTES AND CORRECTIONS.

Page 223, first line. Mr. Vose, of Dennysville, in a note to the *Bangor Historical Magazine*, corrects this statement. The trees were cut near the same lake by his grandfather, Thomas Vose, but on the territory of Plantation No. 5, now the city of Calais.

Page 269. Seventh line from the top read 1789 for 1739.

Page 273. Favor's bookstore is mentioned on this page. In the compiler's possession is a relic of this establishment,—a little book of 95 pages, 2½ by 4½ inches, with this title-page:—

A Conference Meeting
Hymn Book
"Let us sing unto the Lord"
Eastport
Published by Hiram S. Favor
1832.

Copyrighted by publisher. John Bent, Printer

The collection is composed of both standard and "pennyroyal" hymns.

Page 322. The Brewer house, Robbinston, is still standing, though moved from the original site.

Page 327. The name of the town of Edmunds is incorrectly spelled in the note at foot of this page and also under the picture on page 333, and on pages 472, 473. It was so called from Edmund Hobart, the ancestor of the original proprietors. He came from Hingham, Eng., and settled at Hingham, Mass., in 1635, and was a deputy in the General Court.

Page 335. The Kilby house here represented is still standing on the Edmunds side of the river, where it was moved many years ago, and the Congregational parsonage occupies the original site.

Page 398. Lieutenant-colonel W. H. McMahon, of the Twenty-seventh New York Infantry, was son of Rev. Isaiah McMahon, first pastor of the Methodist Episcopal Church.

Page 415. Dr. Robert T. Edes was son of Rev. Richard S. Edes, former pastor of the Unitarian church. The son graduated at Harvard College, and before his removal to Washington was one of the professors in the medical department of the university.

LIST OF SUBSCRIBERS.

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 Byram, Samuel R., Eastport.
- Calder, Mrs. H. P., Santa Barbara, Cal.
 Calhoun, Mrs. R. L., Eastport.
 Camplin, James A., "
 Campbell, Samuel, "
 Capen, Charles C., Kalamazoo, Mich.
 Capen, Edward, Eastport.
 Capen, George W., Eastport.
 Capen, William E., Red Bank, N. J.
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